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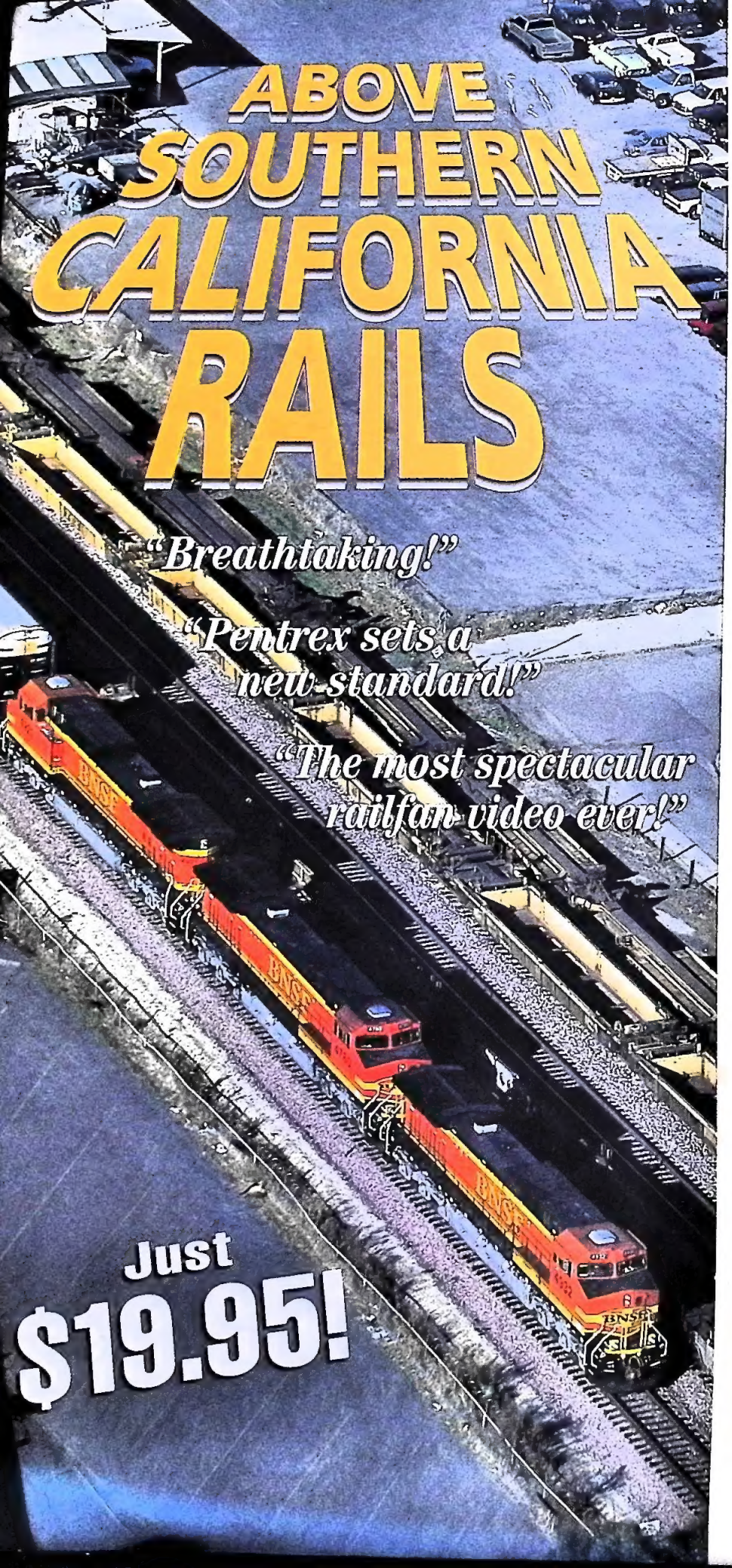
RAILFAN & RAILROAD

25th Anniversary Issue



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From the Publisher's desk:

RAILFAN Is Born

We'd moved our editorial offices from Ramsey to Fredon (served by the Newton post office), New Jersey, about a year before RAILFAN made its debut. Located some 60 miles from midtown Manhattan, our new building was specifically designed as an editorial office with most of the editorial offices and art room facing north, onto a long terrace that runs the length of the building. The new structure gave us about three times the room we had in Ramsey. The extra office space meant that we could start planning for another dream we'd had for some 20 years: RAILFAN, designed as a sister publication to our RAILROAD MODEL CRAFTSMAN. RMC had been running prototype features for years, and we felt we could find our own niche in a market served by *Trains* and *Railroad*.

About the only major disadvantage to living in the Newton area was having to drive to New York and the airports, and to Hoboken's Lackawanna Terminal. In Ramsey, it was easy to hop aboard a frequent Erie local to the Lackawanna Terminal. A partial solution in Newton was a 45-minute drive to Dover where we could get a Lackawanna commuter run to Hoboken. That was the scenario on July 12, 1973, when Ross Rowland's High Iron Company would run a steam special from Hoboken to Scranton and return behind Nickel Plate Berkshire 759.

Thousands of railfans and the general public congregated at stations and bridges and other vantage points along the line to photograph and watch this graceful engine, originally designed for freight service, handle the 19-car train. As news helicopters flew overhead, the train left Hoboken, crossing New Jersey's flat marshland before passing town after town, the famous Paulinskill Viaduct, the Delaware River bridge and the long climb up the Poconos before beginning the descent into Scranton.

The train pounded up the curving main line until it reached Devil's Hole with its 1.73% grade. Drivers slipping, 759 ground to a halt. Several attempts were made to start up the train to no avail, giving train passengers — including this writer — and railfans on the ground, among them Jim Boyd who had been chasing the train, some fantastic shots of black smoke and white steam billowing from the engine. It is believed that the addition of two extra cars probably caused the train to stall, but others were convinced that someone greased the rails. The run to Pocono Summit is steep and packed with curves. The track was in excellent condition. It was finally necessary to call for two helper Geeps from Scranton, which were coupled to the front of 759, easily handling the run up Pocono Summit and down the long hill to Scranton and its beautiful station.

None of the staff knew that I'd taken one of the slides shot of the stalled train — with 759 belching smoke and steam from my open window seat several cars behind the engine, as it never would have had it not stalled — and had it sent out for separations as the cover for the premier issue of RAILFAN. The cat was out of the bag when the color proofs were returned the next day by the separator. Jim Boyd, then serving an apprenticeship as associate editor of FLYING MODELS, was named managing editor, and the rest is history.

With the May 1979 issue, *Railroad* Magazine, founded in 1906, was acquired from French publishing firm Filippachi, and combined with RAILFAN to form RAILFAN & RAILROAD. It doesn't seem possible that a quarter of a century has rolled by since that first issue, Winter 1974.

RAILFAN & RAILROAD

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cover

The July 5, 1999, Steamtown excursion promoted as the RAILFAN & RAILROAD 25th Anniversary Special afforded this view at Devil's Hole which duplicated the cover of Volume 1, No.1. Steamtown's Canadian Pacific 4-6-2 No.2317 made for a suitable stand-in for Nickel Plate 759, Volume 1, No.1's cover star. Kodachrome by Mike Del Vecchio.

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25th Anniversary Trip

ON JULY 5, 1999, Steamtown National Historic Site operated an excursion from its home town of Scranton to Analomink, Pennsylvania, to celebrate the 25th Anniversary of RAILFAN & RAILROAD magazine. The trip couldn't have been more appropriate for the R&R anniversary, as the very first cover of RAILFAN (Winter 1974) showed Nickel Plate Road 2-8-4 759 stalled on the same former Delaware, Lackawanna & Western main line that this excursion would be covering. Steamtown and the Delaware-Lackawanna Railroad (current operators of the old DL&W) cooperated so a photo shoot recreating the 1974 cover using Steamtown's Canadian Pacific 4-6-2 2317 could be held at Devil's Hole (**see this issue's cover**). R&R heavily promoted the trip, and a sell-out crowd of 400, the majority of them R&R readers, boarded the train that morning.

Unfortunately, a "heavy coupling" took place while the train was stopped for lunch at Cresco, resulting in about 20 minor injuries. The trip was terminated at that point, a downcast ending to what could have been a great day.

The day started off with Delaware-Lackawanna C420 2481 leading the excursion under the former Erie bridge at Jessup (**left**). At Devil's Hole, every person that ever worked full-time for R&R gathered for a photo (**below**) including (left to right) Mike Del Vecchio (associate editor 1986-1996), Bruce Kelly (associate editor 1988-1996), Jim Boyd (editor 1974-1997), Hal Carstens (publisher 1974-present), George Fletcher (associate editor 1999-present), Christopher Kimler (associate editor 1996-1999 and now Carstens' Marketing Director) and Steve Barry (associate editor/managing editor 1996-present). At Cresco, the Barrett Township Historical Society, which is restoring the Cresco depot, provided a fabulous box lunch (**below left**). The trip finished on a somber note, though, as school buses carried passengers past the former Lackawanna station at Scranton to finish the day (**bottom right**) — *S.B.*

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RAILROAD AVENUE ENTERPRISES

Fanmail

RAILFAN's 25th Anniversary

Congratulations on twenty-five years of RAILFAN. I wonder if any other charter subscribers still have the "I am a Railfan" bumper stickers which were given away with Issue No.1.

Just one query though — why did you change the color of the binders around 1990? It spoils the look of my set!

LAWSON LITTLE
Newark, Notts., England

Wrong way Conrail

Okay, you guys — commendable effort on "Conrail's Final Days: May 29-31, 1999" in the September 1999 RAILFAN & RAILROAD, but the caption for John Joseph's shot on Conrail's "seldom photographed West Virginia Secondary" can't be correct, unless those GE units are shoving that train towards Point Pleasant, West Virginia, and on to Columbus, Ohio. Not likely.

Actually, I photographed this same train about 20 minutes earlier and eleven miles north as it rolled through the west side of West Virginia's capital city of Charleston, en route to Dickinson Yards, four miles south of the pictured location. At Dickinson, located between the towns of Diamond and Quincy, the trailing unit, a GP38, was dropped, the rest of the power tied onto the 84 loads mentioned in the caption and rolled north to Columbus. This, too, I was able to shoot at the same location I got the southbound, to close out the Conrail era in southern West Virginia at 1:20 p.m. on its final day. I shot it in black & white.

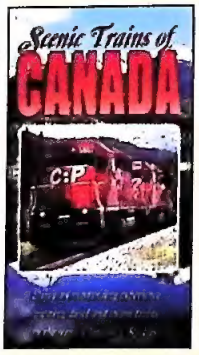
Besides "significant coal volume" as the caption states, this Conrail line also carried "significant chemical volume." The industrial facility shown on the left of that photo is just a small part of DuPont's big chemical plant at Belle, served exclusively by Conrail. There are other major chemical operations at Institute and Nitro, West Virginia, also served only by Big Blue. The railroad ran dedicated chemical trains six days a week (Tuesday through Sunday) symboled DICO (Dickinson-Columbus) and CODI to handle this substantial traffic — often amounting to 60-110 cars per train, coming out of the Kanawha Valley, on the "seldom photographed" but decidedly interesting West Virginia secondary.

J.J. YOUNG, JR.
Charleston, W. Va.

✏ *J.J. had a letter in the very first issue of Railfan in 1974 where he wished the magazine well and expressed his desire that the new publication "dwell on the positive side" of the railroad industry. J.J. is one of the top black & white shooters and has been a friend to the magazine for the past 25 years — S.B.*

Bagging the same train

The Conrail freight led by Dash 8-40B No.5062 of May 29, 1999, that was shot by editors Barry and Fletcher in MARKERS in the September '99 issue was not the only Conrail train shot at different locations by different photographers on that day. I was quite surprised when I received that issue and found Brian Carlson's shot of train STBN at Effingham, Illinois. I shot this same train just 50 miles east of there at CP90 in Marshall, Illinois, at 5:40 p.m. It went in the south passing siding at Aden (CP99) to meet eastbound TRIN. They did not continue west until 6:30 p.m. and I was able to catch them again at Martinsville (milepost 102). Being a priority autoparts train, it is unusual for STBN to be held up almost an hour as happened this Saturday



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afternoon.

Thanks for running the PHOTO LINE farewell to Conrail. Born in 1965, I barely remember the Pennsy that my grandfather worked for. Conrail was my hometown railroad and I hate to see it go, just like those who went before.

JIM RHODES
Knightsville, Ind.

GMD1 finale

The end is near for Canadian National's A1A-trucked 1600 series GMD1s (July '99 R&R). On June 28, 1999, CN conducted a test run over the sole remaining light-railed trackage of the Lewvan Subdivision using GP38-2s. CN GP38-2s weigh in at 240,000 pounds versus an A1A trucked GMD1 at 160,000 pounds. The 2300-gallon capacity fuel tanks of the GP38-2s are equipped with baffles that limit their actual fuel capacity to between 1350 and 1500 gallons. The three remaining A1A units 1600, 1601 and 1063 will temporarily be stored until it is certain the GP38-2s can replace them. The 1063 is slated to be repainted in its as-delivered green and gold colors and donated to an as yet undetermined museum.

J. J. LEOPARD
via the Internet

Midland photo credits

The "So You Think You Want To Run Your Own Railroad?" article by Messrs. Kuchinsky and Graves was excellent. It entertained with humorous descriptions of the group's heroic efforts against daunting "Perils of Pauline" obstacles, while still giving the reader an appreciation of the hard work and sacrifice which got the Midland Railway to where it is today.

But who took the photos?

J.W. SWANBERG
Branford, Conn.

The photos were taken by the story's authors, Wayne Kuchinsky and Carl Graves. Our apologies for not giving credit where credit was due — S.B.

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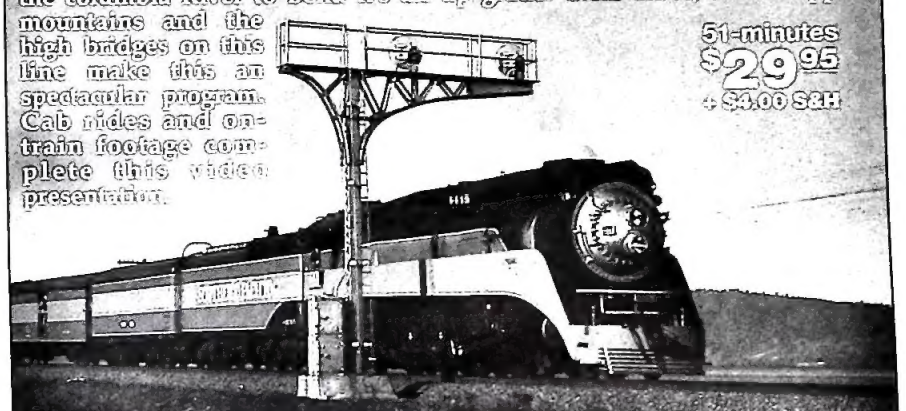
Vintage Daylight . . .

WHEN 4449 RAN FROM PORTLAND to San Jose in 1992 for the NRHS Convention, no one knew that the trip would be the last one over the SP's famous *Daylight Route* in the 20th century. And, who would have believed that the trip to San Jose would be the last one with a full 11-car *Daylight* consist. That's why we call this video VINTAGE DAYLIGHT. Beautiful blue skies, fast running and a sharp exhaust help to make this program a classic.

The second part was recorded in June 1998 when the 4449 ran from Portland to Bend, Oregon. After high-speed running along the Columbia River, the train heads south thru the canyons of the Deschutes River. From the columbia River to Bend it's all up grade. Clear skies, snow capped mountains and the high bridges on this line make this an spectacular program. Cab rides and on-train footage complete this video presentation.



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TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

REDDING, CALIFORNIA, September 30-October 3. Southern Pacific Historical & Technical Society Shasta Division annual convention at the Holiday Inn Convention Center. Pre-convention steam dinner train trip on McCloud River Railroad walking tour of Dunsmuir with local historians, extra fare $90 per person. Convention cost $119 before September 1, $139 thereafter. Information from Ron Plies, P.O. Box 950, Fortuna, CA 95540; 707/725-5411; *rlplies@humboldt1.com.*

COOPERSVILLE & MARNE RAILWAY (P.O. Box 55, Coopersville, MI 49404; 616/837-7000) is holding the following special events. For complete details contact the railroad.

October weekends, Pumpkin Trains with the Great Pumpkin.
December 4-5, 11-12 and 18-19, Santa Trains.

TENNESSEE CENTRAL RAILWAY MUSEUM (220 Willow Street, Nashville, TN 37210-2159; 615/781-0262; e-mail *hultman1305@earthlink.net*) is sponsoring the following special trips. Trips will be powered by the museum's E8 diesels. All trips except October 1-2 depart from the museum's station in Nashville. Contact the museum for information on all trips except October 1-2.

October 1-2, Cookeville-Watertown fall foliage trips. Contact Cookeville Chamber of Commerce, 302 South Jefferson Avenue, Cookeville, TN 38501 (931/526-2211) for information on these two trips only.
October 9, Nashville-Watertown for flea market and foliage.
October 16, Nashville-Cherry Valley, two fall foliage trips.
October 23, Nashville-Cookeville, third train over this route in last 40 years.
November 20, Nashville-Lebanon for Victorian Christmas.
December 4, Nashville-Watertown for Christmas in the Country.

BOSTON, MASSACHUSETTS, October 2. Fall Foliage excursion train through the Berkshires to Albany-Rensselaer, N.Y., over CSX's former Boston & Albany line sponsored by the Massachusetts Bay Railroad Enthusiasts. Fare $75 adults, $40 kids 12 and under. Trip can be boarded at South Station, Back Bay Station, Wellesley Square, West Natick, Worcester or Springfield. Optional activities (must choose one and only one) include a Hudson River cruise ($12), Jack's Oyster House luncheon ($20, scrod or London Broil), U.S.S. Slater tour ($5) or New York State Museum/ Albany sightseeing tour (free). Tickets available from Mass. Bay RRE, P.O. Box 4245-B.V., Andover, MA 01810-0814. Information phone 617/489-5277.

SOO LINE 2719 and 1003 will power trips in Wisconsin during the fall over the Wisconsin Central. For a complete information package contact the Chippewa Valley Convention & Visitors Bureau at 877/999-2719.

CANCELLED

October 2, two trips with Soo 1003 from Colfax to Cadott.
October 3, Soo [illegible] Colfax to Withee.
October [illegible], 2719 and 1003 from Colfax to Emerald.
October [illegible], Soo 2719 and 1003 from Colfax across the St. Croix River.

WISCONSIN & SOUTHERN RAILROAD is planning the following excursions in Wisconsin using the matched *Northern Pride* streamliner consist. For further information contact the Wisconsin & Southern Railroad, Passenger Department RF, 1890 East Johnson Street, Madison, WI 53704; 608/241-9767.

October 2-3, Fall colors trips at Hartford.
October 9-10, Fall colors trips at Whitewater.
October 16-17, Fall colors trips at Boscobel.

WHITE HAVEN, PENNSYLVANIA, October 3. Lehigh Valley Ramble to Penn Haven Junction, Coxton Yard and Minooka, Pa., via the Reading & Northern sponsored by the Jersey Central Railway Historical Society. Open window coaches, photo stops and runbys. Lunch available onboard. Fare $35 from JCRHS, c/o R&N Excursion, P.O. Box 700, Clark, NJ 07066; information phone 908/233-3603 or e-mail *RPnews@worldnet.att.net.*

FOX RIVER TROLLEY MUSEUM (P.O. Box 315, South Elgin, IL 60177-0315; 847/697-4676; www.foxtrolley.org) will be holding the following special events. Fares are $2.50 adults, $2 seniors and $1.50 for kids. Conact the museum for complete details.

October 3 and 10, Fall foliage caboose trains.
October 23, 24 and 30, Pumpkin trolley, pumpkins $1 extra.
October 31, Haunted trolley.
November 6, Railfan night with night photo session. Special fee applies, event starts at 4pm.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www.trainsunltdtours.com) is sponsoring the following trips. Write for a free catalog.

October 3, Redwood Steam Spectacular on California Western.
October 17, Railfan day on McCloud River Railway.

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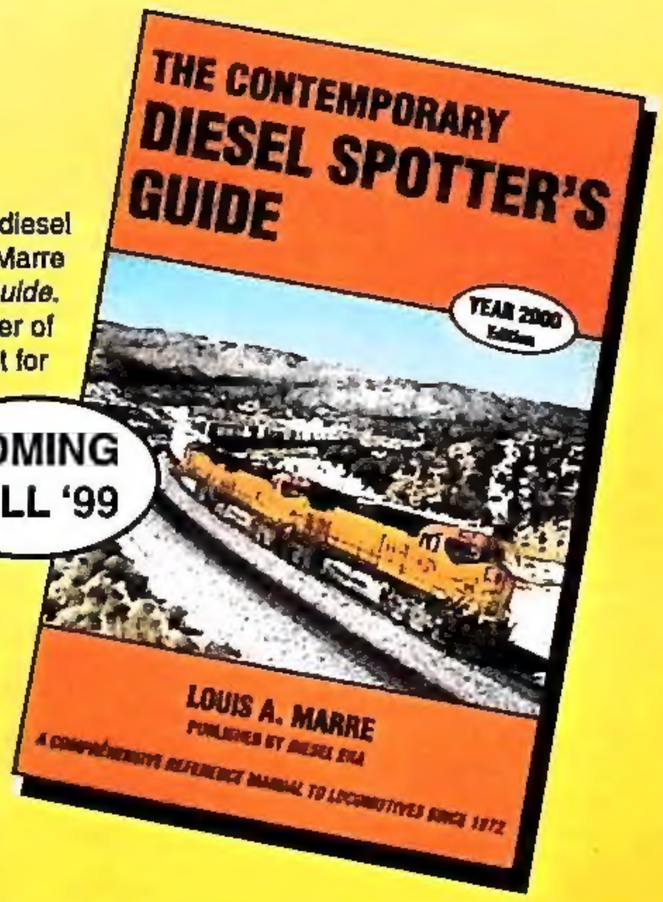

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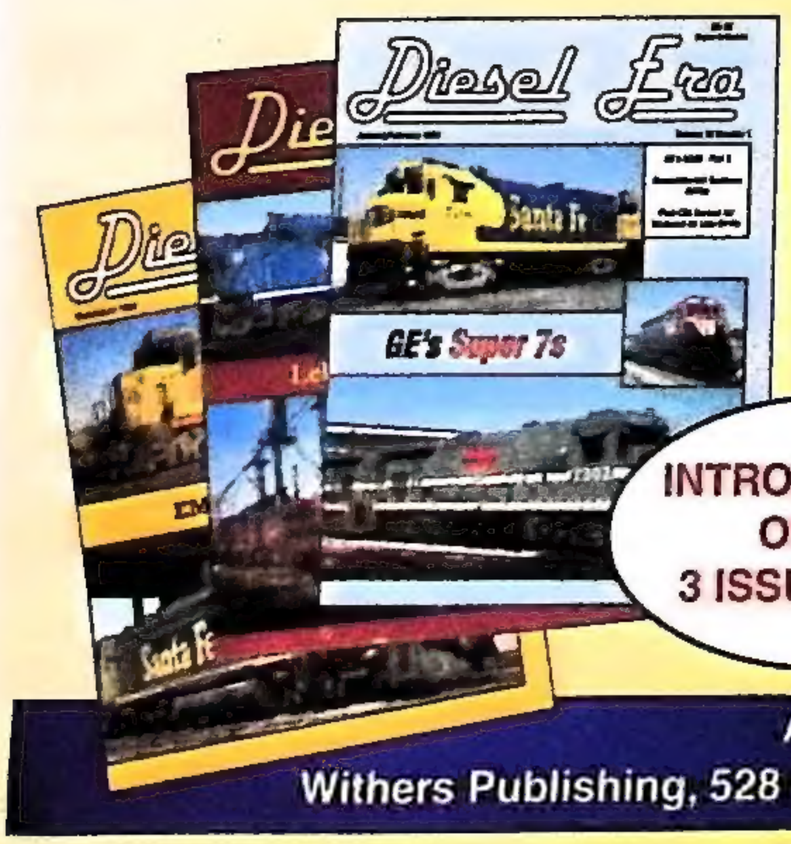

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Photos by
John L. Morgan, Jr.

June 1, 1999 ushered in a new era for railroading in the northeast as Norfolk Southern and CSX carved up Conrail. The New York Metropolitan Area suddenly found itself in the middle of the action as dramatic changes swept the area. Follow Green Frog photograher *Richard Kugel* as he documents action around New York City in the months prior to the Conrail split and the weeks that followed. We visit every major rail line radiating out of New York. Besides Conrail, Norfolk Southern and CSX, you'll see the New York Susquehanna and Western, Amtrak, New Jersey Transit, Metro North and Long Island Railroad.

Tape includes:

*CSX and Metro-North action in the Hudson River Valley...
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*The Southern Tier including Moodna Viaduct, Otisville Tunnel, and Millrift Bridge...
*High speed Amtrak trains on the Northeast Corridor...
*Long Island Railroad's "operating museum" featuring commuter service with GP38-2's, MP15AC's, F-7's and Alco FA's...

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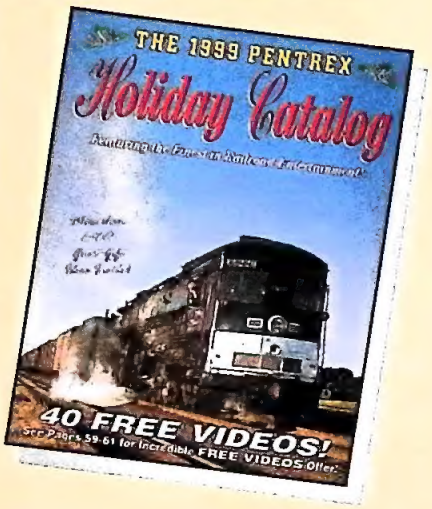

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- *Great American Circus & Show Trains*
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MAG9

CANADIAN RAILWAY MUSEUM (120 rue St.-Pierre, St. Constant, PQ Canada J5A 2G9; 450/632-2410) is holding the following special events. Contact the museum for details.

Throughout 1999, Waiting for You at the Station exhibit with posters, paintings, dioramas and more.

October 8, interactive day honoring shop men.

MANITOU SPRINGS, COLORADO, October 8-10. Railfan Weekend at the Manitou & Pikes Peak Railway. Friday night banquet with program on the line's history, two Saturday trips to Mountain View with GE locomotive No.9 pushing 1890s wooden coach No.104, Sunday trip to the summit with vintage plexi-glass streamliner coach and shop tour. Photo stops planned for all trips. Fare $30 for either Saturday trip, $50 for Sunday trip, Friday banquet by individual settlement. Information from Manitou & Pikes Peak Railway, P.O. Box 351, Manitou Springs, CO 80829; 719/685-5401; e-mail *cogtrain@lex.net.*

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068-0296; 248/541-1000 or 800/594-5162; *www.concentric.net/~bmcnrhs*) will operate the following events.Contact the Chapter for complete information.

October 9, Tuscola County Pumpkin Festival trains from Marlette to Caro with rare mileage excursions on the Huron & Eastern.

October 16-17, Fall color excursions on the Tuscola & Saginaw Bay to Clare, Howell and Mount Pleasant, Mich.

November 5, "Detroit United Railway" presentation by Richard Andrews with banquet at Farmington Hills, Mich.

December 4, 11 and 18, Christmas Lights excursion to Cross Roads Village, Dearborn, Royal Oak and Livonia with dinner, steam train ride, Huckleberry Railroad shop tour.

February 5-7 and 12-14, Algoma Central snow train from Sault Ste. Marie to Agawa Canyon with bus connection from Dearborn and Royal Oak.

ROCKHILL FURNACE, PENNSYLVANIA, October 9-10. East Broad Top Railroad Fall Spectacular with four operating narrow gauge Mikados, gas-electric car, shop tours and a variety of special trains running each day. Special tickets required for all trains. For more information contact the East Brod Top Railroad, Rockhill Furnace, PA 17249; 814/447-3011.

ROCKHILL FURNACE, PENNSYLVANIA, October 9. Night photo session at the East Broad Top Railroad conducted by RAILFAN & RAILROAD's Steve Barry. Scenes include a coal train in the shop area, more. Proceeds benefit the EBT. Tickets $35, checks payable to "EBT Night Photo" from Steve Barry, 117 High Street, Newton, NJ 07860. Information call 973/383-3355 (9am-5pm ET) or e-mail *steve@daylightimages.com.*

ORBISONIA/ROBERTSDALE, PENNSYLVANIA, Friends of the East Broad Top 17th Fall Reunion with EBT-oriented walking and driving tours, model contests, exhibits, vendors and more. Free Sunday morning open house at the FEBT museum in Robertsdale, participation in other activities requires a registration fee. Information from Vagel C. Keller, P.O. Box 5130, Pittsburgh, PA 15206-0130; 412/441-7881; e-mail *vagelk@usaor.net.*

WASHINGTON, PENNSYLVANIA, October 9-10 and 16-17. Pumpkin Trolley at the Pennsylvania Trolley Museum. Ride orange trolleys, sing songs and kids get to pick a pumpkin. Fare $6, seniors $5, kids $4. Information from Pennsylvania Trolley Museum, 1 Museum Road, Washington, PA 15301-6133; 877/728-7655.

HAGERSTOWN, MARYLAND, October 9. Rare mileage trip to Colorfest at Thurmont, Md., via Western Maryland "Main Line" using MARC equipment. Trip departs Hagerstown 8am, fare $39 adult, $35 senior, $20 kids 4-12. Optional side trips from Thurmont to Union Bridge and Thurmont to Highfield, fare per sidetrip $10 adults, $5 kids 4-12. Tickets from Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741; VISA/MC accepted. Information at 301/739-4665.

HAGERSTOWN, MARYLAND, October 10. Trip to Cumberland, Md., via Western Maryland to Cherry Run, B&O beyond. Trip departs Hagerstown 8:30am, fare $39 adult, $35 senior, $20 kids 4-12. Optional side trip to Frostburg over Western Maryland Scenic, purchase sidetrip tickets on day of event. Tickets from Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741; VISA/MC accepted. Information at 301/739-4665.

LOUISVILLE, KENTUCKY, October 14-17. 20th Illinois Central Railroad Historical Society annual meeting. Thursday trip on Corydon Scenic Railroad RDC's, Friday trip to Kentucky Railway Museum, Saturday railroadiana show and banquet with guest speaker Steve Lee of the UP steam program. For more information contact Mark L. Miller, 111 Scott Street, Marion, IL 62959-7102; 618/997-5788 evenings; *mlm270270@midwest.net.*

YARDLEY, PENNSYLVANIA, October 16. Bus trip sponsored by Delaware Valley Chapter NRHS to Baltimore to visit the B&O Museum, Ellicott City station and Inner Harbor. Trip departs Yardley 7am, Cornwells Heights at 7:30am. Tickets $30 from Delaware valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *www.rrhistorical.com/frm*) will be sponsoring the following events at the museum in Strasburg. Admission is $6 adults, $5.50 seniors over 60, $4 kids 6-12, under 6 free, family maximum $16. Contact the museum for details.

October 16 and 23, Lantern Light Nights with museum lit by lanterns.

October 30, Halloween Haunting with museum transformed into a creepy cavern.

December 27, Home for the Holidays; meet engineers, ticket agents and passengers in nostalgic look at holiday travel.

NORTH CONWAY, NEW HAMPSHIRE, October 16-17. 25th Annual Railfan's Weekend at the Conway Scenic Railroad. Operating locomotives include 0-6-0 7470, a GE 44-Tonner, two F7A's, two FP9s and an Alco S4. Train operations to Bartlett and Crawford Notch, plus last trip on Redstone quarry branch before the line is relocated. Passenger, freight and mixed trains will operate, plus night photo session with Les MacDonald. Tickets start at $38 adult, $19 kids 4-12. For complete details contact Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

FALL IN THE OZARKS trip hosted by Train Travellers will be held October 19-24. Ride the *Texas Eagle* from San Antonio and other Texas points or the *City of New Orleans,* bus connection from Houston, Beaumont, Lake Charles and Little Rock or Memphis. Two nights in Branson, Mo., with trips on White River Scenic, Branson Scenic, Eureka Springs & North Arkansas and Arkansas & Missouri. For details contact Train Travellers, 930 Calder #103, Beaumont, TX 77701; 409/833-7963.

WELLSBORO, PENNSYLVANIA, October 22-24. Wellsboro Rail Days on the Tioga Central Railroad featuring freight and passenger trains with Alco power, informal night photo session, more. For brochure contact the Tioga Central Railroad, P.O. Box 269, Wellsboro, PA 16901; 570/724-0990; e-mail *info@tiogacentral.com.*

BOSTON, MASSACHUSETTS, October 23. *Berkshire Limited* chartered Amtrak excursion to Pittsfield, Mass., via CSX's ex-Boston & Albany line. Trip departs South Station 9am, eturns 6pm. Fare $65, includes lunch. For more information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009 or phone 617/361-4445 to make a recorded request.

PHILADELPHIA, PENNSYLVANIA, October 23. Amtrak trip to the Middletown & Hummelstown Railroad. Trip departs 30th Street Station 9:15am, tour of M&H yard before 1pm train to Indian Echo Cavern, photo stops with M&H T6 on return trip. Fare $40, $20 kids 3-11. Tickets from West Jersey Chapter NRHS, 2237 38th Street, Pennsauken, NJ 08110; information phone 856/663-1086 or 856/427-9327.

CHICAGO, ILLINOIS, October 23-25. *Autumn in Red Wing* trip sponsored by the 20th Century Railroad Club. Trip features travel via Amtrak with a stay at the St. James Hotel. For details contact the 20th Century Railroad Club, 329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; *www.20thcentury.org.*

COSHOCTON, OHIO, October 24. Fall Foliage Train Trip to Zanesville sponsored by Coshocton Model Railroad Club over Ohio Central's "Panhandle" line and ex-Nickel Plate South Branch. Stop at Dresden to tour Longabarger's Village. Information from Richard Jones, 214 South 8th Street, Coshocton, OH 43812; 740/622-0633.

CUMBERLAND, MARYLAND, October 25. Photo freight charter on the Western Maryland Scenic with 2-8-0 734. Limited capacity trip, multiple high-quality photo runbys. Fare $80 per peron. For ticket availability call Carl Franz at 301/942-6197.

WHIPPANY, NEW JERSEY, October 30-31. Halloween Express rides at the Whippany Railway Museum with trips on the hour from 1pm-4pm each day. Kids can visit Vampira in the haunted museum. Fare $7, kids under 12 $4, babes-in-arms free; reservations strongly recommended. For more information contact the Whippany Railway Museum, 1 Railroad Plaza, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

RINGOES, NEW JERSEY, November 6. Jersey Central Flemington Branch Special to Three Bridges, N.J., behind CNJ GP7 1523 sponsored by the Jersey Central Railway Historical Society. Daylight photo stops, then night run with several photo stops after dinner. Departs Ringoes 1pm, returns approx. 9pm. Fare $25, includes rail travel and night photo sessions, from JCRHS, c/o R&N Excursion, P.O. Box 700, Clark, NJ 07066; information phone 908/233-3603 or e-mail *RPnews@worldnet.att.net.*

RAPID CITY, SOUTH DAKOTA, November 6-January 12. Collection of railroad memorabilia at the Journey Museum featuring a chronological restrospective of the railroads' contribution to the development of western South Dakota and the industries of mining, forestry and ranching. For information contact the Journey Museum, 222 New York Street, Rapid City, SD 57701; 605/394-6923; e-mail *journey@journeymuseum.org.*

CARBONDALE, PENNSYLVANIA, November 10, 12 and 13. *Heritage Express* to Steamtown National Historic Site in Scranton with photo opportunities, entertainment and interpretive programs, more. Ride the "last main line steam excursion of the Century." November 10 and 12 trips available only to educational groups, general public trip on November 13. Fare $25 adults, $15 kids 12 and under. For information phone 888/693-9391 or 570/340-5200.

DILLSBORO, NORTH CAROLINA, November 13-14. "Two Way, Two Days" overnight steam excursion to Andrews, N.C., via the Great Smoky Mountains Railway sponsored by the Yadkin Valley Chapter NRHS. Trip departs Dillsboro 10am with several photo runbys and a lunch stop planned. Ticket prices start at $126.95 for the round trip (excluding lodging), Saturday-only option available. Tickets and information from Great Smoky Mountains Railway, P.O. Box 397, Dillsboro, NC 28725; 800/872-4681.

PHILADELPHIA, PENNSYLVANIA, November 20. Moonlight Trolley Trip sponsored by the Wilmington Chapter NRHS. Several photo stops for night photos using flash and ambient light. Departs Elmwood Car Barn 5pm, returns approx. 10pm. Limited capacity

New Titles For Fall

Louisville & Nashville Passenger Trains - The Pan American Era, 1921-1971

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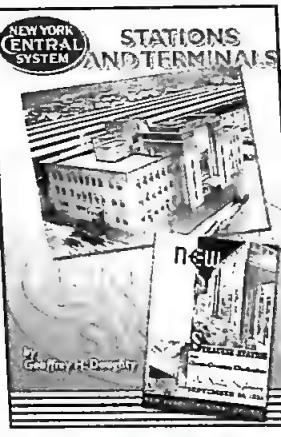

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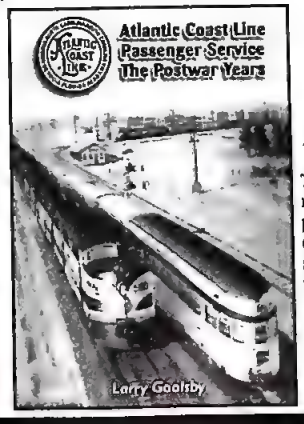

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#2 FEB '93 - Wrecks (1950s to 90s); South Shore's Airport Connection; MARC; Building an Amtrak station; RF&P in 1988; Challenger on the Clinchfield; etc.

#3 MAY '93 - X2000 story; Winter from "Capitol" dome; Maryland Scenic FAs; Pittsburgh Light Rail; Australia; CTA retirements; Monongahela Postlude; Stranded!

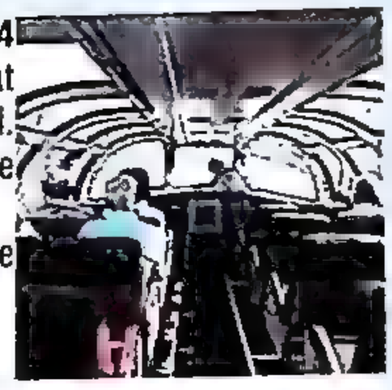
#4 AUG '93 - I.C.E. train testing & tour; Berea; St Louis Metrolink; "River Cities"; Flood detours; Mohawk Valley (NYC; CR); Dolton Jct; Miniature Steam, Misc.

#5 NOV '93 - New York City area festival (1960s to 1993); W&W Alcos; Pennsy steam in 1957; C&IM steam (4-4-0!) & diesel; Concrete tie laying; Joliet, usw.

#6 FEB '94 Deep Freeze: Amtrak, CSX; "Pennsy-lvanian" journey; Carnegie model RR; PRR diesels; Coal Drag Duet; NYC "Jet" RDC test; KB&S Alcos; Cog (NH); et.al.

#7 MAY '94 Jersey Shore ("Nellie Bly"; AC revival); BN Fs to Winter Park; 1950s festival at St Louis and Rondout; Poughkeepsie Bridge; Ride the M&NJ.

#8 AUG '94 Dome car at 50; Cal. Zephyr ride 1960s; 1984 at the Loop; #4449 M&SV; GTW Steam; Ski Train; A&WP #290; N-S Burnside Bridge; Gallery.

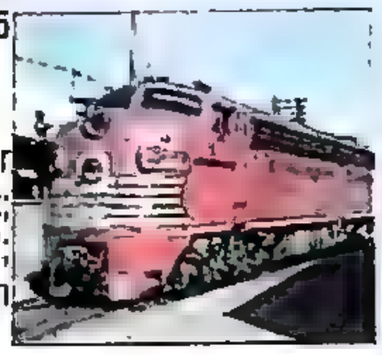


#9 NOV '94 East Broad Top Spectacular; Gallitzin Tunnel Project; Miller Tower; W.M. Scenic Steam cab ride; DD40 Indian Summer; Gettysburg Steam, River Ferry.

#10 FEB '95 E-L Memories; St-Clair Tunnel Break through; IC 1960 steam reprieve; CSX punches through snow; UP Challenger excursions; Arkansas Alcos; Talgo tour.

#11 MAY '95 "Advertising" PCCs; C&TS Double-header; Sand Patch; Loco Simulator; Marion, OH Tower closes; "I Think I Can" on GTW; Cotton Belt #819; BM&R; BC Winter.

#12 AUG '95 Frisco passenger trains; Cigar for Amtrak; "Blue Bird"; KCS in Arkansas; 611 & 1218; Beach Train; Industrial RR Sampler; Mt. Rainier triple; Limping Shay; More



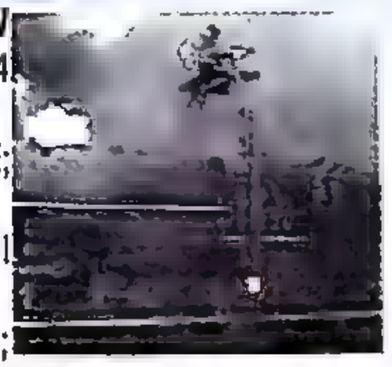
#13 NOV '95 Turbomeca rebuilds; Operation Lifesaver W&LE demo; FL-9 Cab to Danbury; #4449 in the Cascades; Algoma's Fs; "Not" the Broadway; KATY minus rails.

#14 FEB '96 1950s winter on the Colorado Narrow Gauge; "Viewliners" debut; PRR 1946 at Homewood Jct; China Steam; Michigan and Wisconsin action; S.F. color PCCs.

#15 MAY '96 "Plumes across the Poconos" Steamtown's Winter Fantasy; #614T coal test; "Cincinnatian" and other B&O Steam; CN Electrics; Coffee Pots and more.

#16 AUG '96 Cleveland's Waterfront Line & Streetcar Heritage; MidTown Direct; Lisbon Trolleys; Dolton Tower; Phoenix Sunset; Canadian Diary; Crane vs Crane!

#17 NOV '96 #614 Thunders on the ERIE; Pennsy Pioneer III Farewell; "Piedmont"; Dallas revival; Burlington Festival 1950s; Terre Haute; American Orient Express.



#18 FEB '97 Santa Fe Tribute (1950s-1996); C&O #2716 on TP&W Freight; UP 844 Arkansas Trips; Ft Worth's Tower 55 & 100-year old "Tarantula"; Cuba; More!

#19 MAY '97 Where planes take trains; #4501 Mainline Green to Shortline Black; "Blue Comet"; Durango & Silverton; Conrail multi-train action; Late News items.

#20 AUG '97 SP "Spirit that Won the West"; N&W in 1950's; Frisco 1522; Missouri Mid-Summer; Golden Chariot Serenade and More!

#21 NOV '97 NYC Subway "Triplex" reprise; Challenger on Cajon; Beyer Garratt and more Ausie steam; Flexliner; Tenn. Pass Farewell; ten more subjects.

#22 FEB 1998: Trouble on Horseshoe; Green & Gold FP-7s in Alabama; Nighttime Amtrak in Ohio; STEAM: Recent outings of 614, 587, 1522 and more; Vintage scenes of Atlantic City trolleys in snow.

#23 MAY 1998: Carload of tumbling pipe; GE Smokers & Flamers on Conrail; Tehachapi, New Zealand, Toronto's Spaldina Ave. Streetcar, 2-8-0 #17 on Crab Orchard & Egyptian Railway, More!

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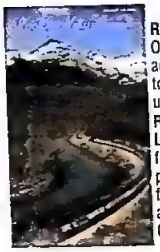

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RAILS ON VANCOUVER ISLAND - 63 Min. Current CP freight and "Malahat" RDC, plus vintage logging footage, and modern looks at BC Forest Museum, and CanFor's 2-8-2.

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Part 3: (60 Min) Our RS-11 is joined by an FT! Steamer #2 at Empalme Shops...

"I THINK I CAN" - 90 Min. The title relates to Ecuador's narrow gauge 2-8-0s battling 5.5% Andes grades! The sound and scenery are awesome as we ride legendary Guayaquil & Quito in 1998 and previous years.

RAILROAD ISLAND - 99 Min. A visit to Japan, 1997. Bullets, Limite Expresses, Luxury Overnighters, Locals and Steam!! Hi Hi...

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trip, fare $35. Tickets from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; 973/383-3355 (9am-5pm ET); e-mail *steve@daylightimages.com.*

WHIPPANY, NEW JERSEY, December 4-5 and 11-12. Santa Claus Specials at the Whippany Railway Museum. Trips depart hourly on the half-hour, 12:30pm-4:30pm. Fare $7, kids under 12 $4, babes-in-arms free. Advance reservations strongly recommended (no advance sales for 12:30 trains). For tickets and information contact Whippany Railway Museum, 1 Railroad Plaza, P.O. Box 16, Whippany, NJ 07981; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

NASHVILLE, TENNESSEE, December 11-12. Trains of Christmas at the Tennessee Central Railway Museum. Activities include operating model railroads, equipment tours, lunch in a dining car, meet Santa in a caboose, more. Admission $4, kids under 12 $1, family maximum $10, Boy/Girl Scouts in uniform free. For more information contact the Tennessee Central Railway Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/781-0262.

DURANGO & SILVERTON NARROW GAUGE RAILROAD (479 Main Avenue, Durango, CO 81301; 970/247-2733) will hold the following special events. Contact the railroad for complete details.

December 18-23 and 26-30, Holiday Light Parade Trains to Hermosa with Santa, lighted houses.
December 31, New Year's Eve Moonlight Train.

WASHINGTON, NEW JERSEY, February 19. EastRAIL 2000 at the Warren Hills Regional High School sponsored by the United Railroad Historical Society of New Jersey and the Friends of the New Jersey Railroad & Transportation Museum. Tentative list of presenters includes Joe McMillan, Ron Flanary, Brad McClelland, Frank Etzel, Steve Brown, Mark Perri and others. Tickets $10 in advance, $12 at the door. Information and tickets from United Railroad Historical Society, P.O. Box 711, Clark, NJ 07066; 732/671-9644 (evenings).

INTERNATIONAL TOURS

S&S TOURS (865 El Camino Real, Sierra Vista, AZ 85635; 800/499-5685; *www.ss-tours.com*) is sponsoring a trip through Mexico's Copper Canyon from **November 16-24.** Prices start at $1495. Contact S&S for complete details.

TEFS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Contact TEFS for details.

China, three different departures.
Myanmar, late October, main line charters and scheduled branch line steam.

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Chile and Argentina, October 23-November 6, double-headed 2-8-2s, *Old Patagonian Express* charter.
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Trains Unlimited, Tours is also offering several trips in **Russia** in conjunction with GW Travel of England. Call or write for the Russian Tour Brochure.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.

October 9-10, Somerset, N.J., Garden State Exhibit Center.
October 16-17, Greensburg, Pa., Greengate Mall Expo Center.
October 22-23, Fort Washington, Pa., Expo Center.
October 30-31, Raleigh, N.C., Civic & Convention Center.
November 6-7, Norfolk, Va., Scope & Convention Center.
November 6-7, Indianapolis, Ind., State Fairgrounds.
November 13-14, Duluth, Ga., Gwinnett Civic & Cultural Center.
November 13-14, St. Paul, Minn., RiverCentre.
November 13-14, Bakersfield, Cal., Kern County Fairgrounds.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

October 9-10, Stony Brook, N.Y., Hempstead University.
November 6-7, Pennsauken, N.J., South Jersey Expo Center.
November 13-14, Monroeville, Pa., Pittsburgh Expo Mart.

ST. LOUIS, MISSOURI, October 9. Railroad Swap Meet sponsored by Boeing Employees' Railroad Club at Greensfelder Recreation Complex at Queeny Park, 550 Weidman Road, 10am-3pm. Admission $2, kids under 12 free. Information: Wayne Schimmel, 733 Highway Y, Winfield, MO 63389-2206; 314/668-6313 (after 6:30pm CT); e-mail *whtehrse@concentric.net.*

FORT WORTH, TEXAS, October 9-10. 17th Annual Railroad Show at Lockheed Martin Recreation Association, 3400 Bryant Irvin Road, Saturday 11am-5pm, Sunday 11am-5pm. Admission $5, kids under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm CT); e-mail *robert.l.bray@imco.com.*

GREAT MIDWEST TRAIN SHOW will be held **October 10** and **November 14** at DuPage County Fairgrounds, County Farm Road and Manchester, Wheaton, Ill., 10am-4pm. Admission

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LONDON, ONTARIO, October 16. Forest City Railway Society's 4th Annual Fall Slide Trade & Sale Day at Fanshawe College, Room B1058, 1460 Oxford Street East, 11am-4pm. Admission $2. Information: Ian Platt, 1240 Glenora Drive, London, ON N5X 2P7; 519/438-3330.

NEWTON, KANSAS, October 16-17. Kansas Central Model Railroaders 2nd Annual Train Show at the National Gaurd Armory, Saturday 9am-5pm, Sunday 10am-4pm. Admission $3, kids under 12 free. Information: Barbara Galloway, P.O. Box 134, Cheney, KS 67025; 316/542-9807.

PLATTSBURGH, NEW YORK, October 16-17. Train show sponsored by the Clinton County Fire Police Association at the Crete Memorial Civic Center, Saturday 10am-5pm, Sunday 10am-4pm. Admission $2, kids 12 and under free. Information: James E. McConnell, Jr., 809 Fuller Road, P.O. Box 193, Peru, NY 12972.

OTTAWA, ONTARIO, October 16-17. Railfair 99 sponsored by the Ottawa Valley Associated Railroaders and British Railway Modellers of North America at Algonquin College Woodroffe Campus, Saturday 11am-5:30pm, Sunday 10am-5pm. Admission $6, teens/seniors $4, kids 5-12 $1. Information: Tom Patterson, 159 McCurdy Drive, Kanata, ON K2L 2Z7; 613/831-1133.

JOHNSON CITY (BINGHAMTON), NEW YORK, October 17. Susquehanna Valley Chapter NRHS 6th Annual Southern Tier Rail Fest at the Heritage Conference Center, Watson Boulevard, 9am-3pm. Admission $3, kids under 12 $1.50, family maximum $6. Information: Robert Pastorkey, SVRHS, P.O. Box 2415, Binghamton, NY 13902-2415; 607/775-1267.

BOURNE, MASSACHUSETTS, October 17. Cape Cod Chapter NRHS 10th Annual Railroad & Model Train Show at the Upper Cape Cod Regional Technical School, Route 6, 10am-4pm. Admission $3, seniors $2, kids 6-15 $2, family maximum $6. Information: Paul Eagan, 3 Peck Avenue #2, Plymouth, MA 02360; 508/746-6558.

SPOKANE, WASHINGTON, October 17. Spokane Model Railroaders/Inland Empire Railway Historical Society Swap Meet & Show at Spokane Community College "Lair," East Mission & North Greene, 10am-4pm. Admission $2, under 12 free with adult. Information: Jerry Fey, 2804 East 25th, Spokane, WA 99223; 509/535-7186.

MANTUA, NEW JERSEY, October 17. Train Show at the Mantua Volunteer Fire Company, 42 Main Street, 10am-3pm. Admission $3, family $5. Information: Bill Beckett at 609/468-9399.

APOPKA, FLORIDA, October 23. Railroadiana & Model Train Show sponsored by Central Florida Chapter NRHS at Lakeville Elementary School, Lakeville Road, 10am-2pm. Admission $3 donation. Information: David Rhea, 905 Center Street, Ocoee, FL 34761; 407/656-8749.

PHOENIX, ARIZONA, October 23. Everything Railroad Fall Swap Meet sponsored by Sahuaro Central Railroad Heritage Preservation Society at the Postal Workers Recreation Hall, 3720 West Greenway Road, 9am-1pm. Admission $4, kids under 12 free with adult. For more information call 602/242-0751.

WATERBURY, CONNECTICUT, October 24. Train show sponsored by Classic Shows, LLC, at the Waterbury Four Points Hotel, 3580 East Main Street, 9am-3pm. Admission $4, kids under 12 free with adult. Information: Classic Shows, LLC, P.O. Box 2415, Shelton, CT 06484; 203/926-1327.

DEARBORN (DETROIT), MICHIGAN, October 24. Trainorama '99 sponsored by the Redford Model Railroad Club at the University of Michigan Dearborn Field House, 4901 Evergreen Road, 10am-4pm. Admission $4, kids under 12 free with adult. Information: Steve Johnson, c/o Redford Model Railroad Club, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

INDIANAPOLIS, INDIANA, October 30. 19th Annual Crossroads of America Railroad Artifact Show & Sale at Indiana National Guard Armory, 1300 South Holt Road (exit 77 off I-70), 9am-3pm. Admission $3, kids under 12 free. Information: Larry Woodard, 3875 South Heritage Court, New Palestine, IN 46163; 317/861-8995.

FORT WORTH, TEXAS, November 6-7. Holiday Train Show sponsored by the North Texas Council of Railroad Clubs at the Will Rogers Memorial Center, 1 Amon Carter Square, 10am-5pm. Admission $5, kids under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm CST).

GAITHERSBURG, MARYLAND, November 7. 22nd Annual Gaithersburg Railroad & Transportation Artifacts Show & Sale at Montgomery County Fairgrounds, 9am-4pm. Admission $6, kids under 12 free. Information: C.W. Miller, 3106 North Rochester, Arlington, VA 22213.

NORTH HAVEN, CONNECTICUT, November 12-13. New Haven Railroad Historical & Technical Association Train Show at Holiday Inn, Route 5 (exit 12 off I-91) 7pm-? Friday, 9am-3:30pm Saturday. Admission $4, family $6. Information: John Kasey, 252 Nichols Avenue, Stratford, CT 06614-4927; 203/378-0373 (6pm-10pm).

WESTPORT, MASSACHUSETTS, November 14. Rail-A-Rama XIX sponsored by the Mystic Valley Railway Society at White's Hospitality Center, 66 State Road (Route 6), 9:30am-3:30pm. Information from Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0486; 617/361-4445.

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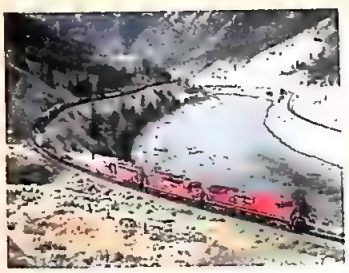

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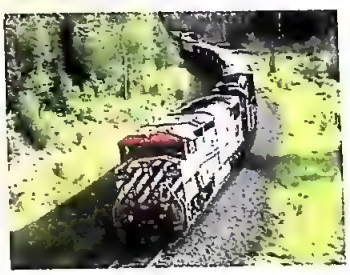

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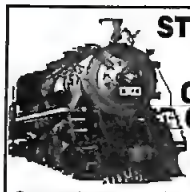

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Lineside Legacy

BY JEFF TERRY

National Railroad Museum

"WOW! I DIDN'T KNOW they had that!" I exclaimed as I drove through the front gate of the National Railroad Museum in Green Bay, Wisconsin. Greeting me face-to-face was Milwaukee Road H-10-44 No.762, and not only was she gleaming in a fresh coat of orange and black, she was running too! The Fairbanks-Morse unit turned out to be one of many surprises in store for me as I visited the NRM, which in the past decade has gone from a collection of neglected equipment to one the nation's premier railroad attractions.

The origins of the National Railroad Museum go back to 1956, when a group of local businessmen known as the "Steam Locomotive Committee" began acquiring railroad equipment for display in a local park. Wanting more than just a static exhibit, the committee laid down track and opened a working recreation of a short line steam railroad surrounding the displayed locomotives in Green Bay's 22-acre Cooke Memorial Park. In 1958, the Committee's name was changed to the National Railroad Museum through an act of Congress, but the museum has always been "National" in name only and receives no federal funding. Instead, the NRM relies

JEFF TERRY

FAIRBANKS-MORSE H-10-44 No.767, dressed in the colors of the Chicago, Milwaukee, St. Paul & Pacific, powers a train through the grounds of the National Railroad Museum at Green Bay, Wisconsin. The rare F-M is one of several historic locomotives accumulated by the museum since its inception in 1958.

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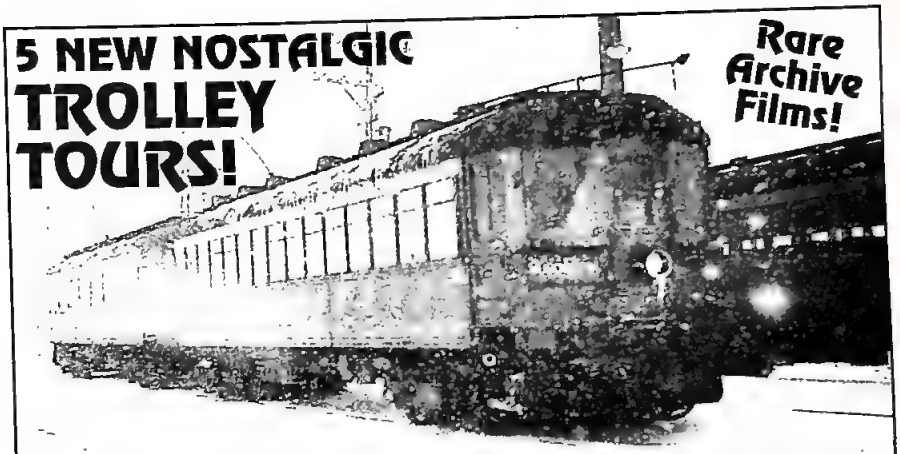
on ticket sales and donations to repair, restore, and maintain its extensive collection.

Like most major museums, the NRM has had its fair share of ups and downs during the past four decades. Early emphasis was on accumulating rolling stock and equipment, and more often than not equipment already in the collection suffered as a result. And while the locomotives and cars were well maintained during the 1960s, by the 1970s and '80s, many of the exhibits had deteriorated and become eyesores due to lack of care. The situation worsened between 1979 and 1985 when the museum was run by the Green Bay Area Visitor & Convention Bureau, but improved dramatically in 1986 when the Board of Directors took over and began a capital campaign that raised money to build a new reception center and perform restorations on the equipment. Much has been done, but there is still much to do. If you've never been there before or have been long ago, by all means go again — essentially, today it's a whole new museum.

It takes a good part of a day to see everything at the NRM. The first thing visitors encounter when they enter is the Hood Junction depot, a replica of the Southern Railway depot at Langley, South Carolina, which was constructed in 1961 with funding from the American Shortline Railroad Association. The depot, which was the first structure built at the NRM, is the starting point for the excursion train which loops the museum grounds several times a day using one of a handful of operable diesel locomotives in the collection (more about these later).

Parking your car, you are directed to the Lenfestey Reception Center, which houses the NRM's fine collection of railroad artifacts as well as a gift shop and theater. The 8500-square foot reception center was built in 1989 and boasts exhibits that are on par with the country's best railroad museums. Among the features are several excellent ½th-scale dioramas. The Lenfestey center also contains the museum's general offices and library. A collection of HO scale brass



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THIRD AVENUE RAILWAY, VOL. II - Northern Bronx and Western Westchester County. Bronx lines shown are B-Boston Rd., B-Bailey Ave., C-Bronx-Van Cortland Park, S-Southern Blvd., W-Webster-White Plains and 207th St. Crosstown line., plus Getty Square scenes and visit to Mt. Vernon shops. Tape #T12.

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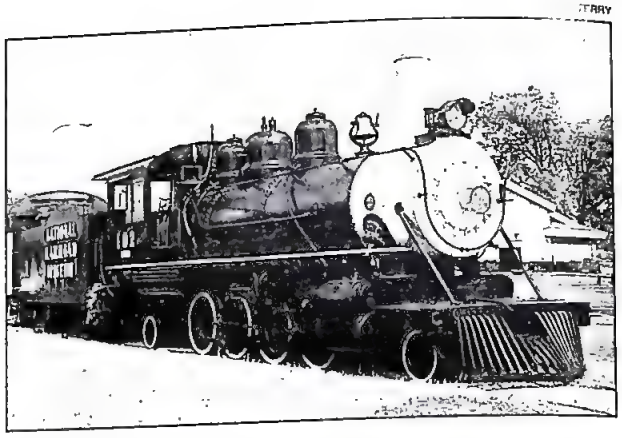
locomotives is on display in the lobby.

A good way to familiarize yourself with the grounds is to take a ride on the museum's railroad, which circles the museum in a giant loop and skirts the Fox River, crossing Dutchman's Creek twice on steel bridges. The demonstration railroad, known as the "Wisconsin & Yesterday," began operations in 1962 with former Pullman shop switcher 0-4-0T No.29 pulling an ex-C&NW combine around the circle track. Later No.29 (dubbed the *Brillion Pioneer*) was joined by Lake Superior & Ishpeming 2-8-0 No.24, which could muscle several carloads of tourists around the loop. The Consolidation also served as the museum's switcher until the use of steam locomotives was outlawed by the Village of Ashwaubenon, in which the museum is located. Today, diesels are used to pull the trains, and the two steam locomotives have been cosmetically restored and placed on static display near the reception center.



IT LOOKS LIKE A STEAMER, but ex-Sumter & Choctaw 2-8-2 No.102 hides an industrial diesel in its tender. The home town of the National Railway Museum has outlawed steam locomotives, so No.102 gets pushed around.

Pulling the trains these days is either the previously-mentioned Milwaukee Road H-10-44 or former Sumter & Choctaw 2-8-2 No.102, which is no longer in "steam" service but has been converted to internal combustion. Although it's not been well received by railfans, No.102 was the solution to a dilemma faced by the museum for many years — although steam engines cannot legally operate on the property, the visiting public wished to ride behind one. In 1988 it was decided to convert one of the displayed steam engines to operate as a diesel, and No.102 selected and removed from static display. The original tender was removed and stored, and a new "tender" was constructed which concealed a small industrial diesel switcher. Controls were installed on the backhead in the cab above the brake stand, but the locomotive itself was not modified with the exception of the cylinders, which were removed to prevent scoring, and the removal of the boiler jacketing and insulation. The pilot beam, rotten from years of neglect, was replaced and the entire engine and tender was repainted and lettered for the NRM. According the staff member I spoke with, since the conversion was non-destructive it would be relatively simple to restore No.102 back to its original form should the occasion ever arise.

While No.102, because it operates, gets most of the public's attention, there are many other locomotives in the NRM collection worthy of mention. Since 1997, the NRM been working to repaint and reletter every steam locomotive on outdoor display, and their efforts have paid off handsomely. When I visited Green Bay in June 1999, LS&I No.24 had just been repainted and relettered (they did a beautiful job, by the way) and Soo Line 4-6-2 No.2718 had been sandblasted and primed prior to receiving a new coat of gloss black and graphite. Displayed on tracks nearby were Santa Fe 2-10-4 No.5017, Chesapeake & Ohio 2-8-4 No.2736 and Duluth, Missabe & Iron Range 2-10-4 No.506, all been freshly painted during the last few years and probably looking better than they did in active service. The largest locomotive exhibited, former Union Pacific Big Boy No.4017, was refurbished several years ago and is showing some wear, but it is still one of the most popular attractions at the museum.

Noticeably absent from the steam displays is Milwaukee Road 4-8-4 No.261, the first piece of equipment acquired back in 1956. The 261, as many railfans know, was leased by the NRM to North Star Rail, Inc., of Minneapolis, which overhauled and returned the Northern to the rails in 1993. The 261 last visited Green Bay in 1998 for a series of excursions sponsored by the NRM, and it is hoped it will return again in the near future.

Many of the most priceless treasures are kept inside the four-track Victor McCormick Train Pavilion, including former Rock Island *Aerotrain* No.2, Milwaukee Road E9 No.39A (awaiting restoration) and an assortment of wood and steel passenger cars, many of which are waiting for repairs. Also located in the pavilion is the most famous piece in the NRM collection, former London & North Eastern class L4 4-6-2 No.60008, which was donated by the British Railway Board in 1964. When it was built in 1937 by LNER's Doncaster Works, the locomotive carried the name *Golden Shuttle*, but that was changed to *Dwight D. Eisenhower* in 1945 to honor the famous American general whose staff train the engine pulled regularly during World War II. After 20-plus years on outdoor display, No.60008 was cosmetically restored in 1990 for the centennial of Eisenhower's birth, and is now kept under cover along with four British coaches that comprise the "Eisenhower Collection."

Another notable engine that saw service overseas is Korean Railway's No.101, the

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General Pershing. This is one of two surviving "Pershing" class 2-8-0s out of 150 that were built for the U.S. Army for service in France during World War I (the other survivor is Texas State Railway No.300). After years of faithful service for Uncle Sam, the locomotive was donated to the Republic of Korea in 1947 for the war effort, and was returned to the U.S. in 1958 for display at the NRM as a gift from Korean President Sygman Rhee. The Consolidation is currently displayed in its Korean Railways' livery as No.101, and is awaiting cosmetic restoration.

Also awaiting restoration is Ely-Thomas Lumber Company two-truck Shay No.5, which makes up half of the narrow gauge logging display (the other half being a Westside Lumber Company log car). In good shape but missing many parts, No.5 is undergoing a slow cosmetic refurbishment. Model train manufacturer Bachman chose No.5 as the prototype for their popular G-scale Shay model which was released in 1997, and now hundreds of "No.5's" are operating all over the world in basements and on garden railways.

And I can't forget to mention some of the diesels that the NRM has obtained over the years. A new restoration and maintenance facility was constructed recently to provide upkeep for the operating fleet, which includes a former James River Paper Company/ Southern Pacific Alco S6 (which was recently painted to represent a C&NW unit) and "*Miss Budweiser*," a 20-ton Plymouth once employed by Anheuser-Busch. On static exhibit throughout the museum are several more diesels, including Green Bay & Western Alco C430 No.315 and Soo Line/Wisconsin Central GP30 No.715 which together head up a simulated freight train. A GE 44-Tonner from the St. Paul Union Depot Company is displayed near Big Boy No.4017, along with Pennsylvania GG1 4890, which is on long-term lease from the B&O Railroad Museum.

You can visit the National Railroad Museum year-'round. They are open daily from May to October, and weekends the remainder of the year. The 20-minute train ride is offered only during the summer. Visit their web site at *www.nationalrrrmuseum.org* for more information, or consult the latest edition of the *Guide to Tourist Railroads and Museums*.

The Engineer's Seat

BY THOMAS D. DRESSLER

The red trash bag

ON THE OLD Norfolk & Western, where I worked as an engineer on the Columbus District (running north out of my home terminal of Portsmouth, Ohio), once a year, for several years running, we had what was promoted as the "System-Wide Cleanup Day." All employees were expected to use bright red trash bags provided by the carrier and pick up trash and the like from the entire company property in their free time. However, no trains were to be delayed because of the cleanup activities. Superintendent's Bulletins were posted in all Bulletin Books in all register rooms as well as copies displayed in prominent locations throughout the terminal. (Superintendent's Bulletin Books, with Notices from the Division Superintendent, were placed at strategic locations and were updated as needed, providing Special Instructions pertaining to the safe and orderly operation of the railroad.)

To set the stage for this tale, let me tell you that many railroaders love to agitate fellow employees whom they know they can upset in the very least. When the call boy told me who my conductor would be, I began plotting to give the guy a rough day.

On the first "Cleanup Day," I was called for the X31P turn-around shifter for 7:30 a.m. We would run to Chillicothe, Ohio, perform switching along the route, and then return to our home terminal, hopefully in as short a time as possible. Being a 90-mile round trip, the sooner we got back home, the more we effectively made per hour, as we were paid a 100-mile day for the first eight hours, and then overtime for any time over the initial eight hours. My main aim was to get over the road as safely as possible, perform all required work in a timely manner and return home before any overtime was involved. Others loved to jack around all day long and end up making a few minutes overtime, making them feel they were dollars ahead. To my way of thinking, it was best to get my day completed in under eight hours, all the while getting paid for eight.

After leaving the register room and inspecting my units — GP9 No.674, a February 1959, product of EMD equipped with dual cab-control stands, Westinghouse 26L automatic air brakes and dynamic brakes and GP35 No.1300, an EMD product of November 1964 — I found everything to be in order. The 1300 was a little unusual, to the N&W at least. It was ordered by the Pittsburgh & West Virginia before the October 16, 1964, merger, but was delivered after the effective date of the merger. It was a low short hood model with dynamic brakes, a single control stand and a snow plow on the front — or short hood — end. All N&W GP35 units delivered to the time of the merger had been high short hood units with dual controls.

As I moved to GS Tower at the west end of the huge Portsmouth Yards, my now departed — to the Great Roundhouse in the sky where all good railroaders spend eternity — good friend and tower operator, John Kouhn, leaned out the second story window and told me my orders were not ready yet, as he had a student "Op" receiving revised orders from the dispatcher, but that he would have them typed up for me soon. He then told me he had a "present" for me, and tossed me a handful of the bright red trash bags wrapped tightly with a long piece of train order string to use "as I saw fit." We visited a few more minutes when he excused himself. In a few seconds John reappeared at the window and, using the long-handled train order hook, handed me my orders, securely fastened under the spring-loaded clip at the "Y" of the

hook. (At [illegible], orders were usually handed to the head-end crew in this fashion, then handed to the rear end with the orders tied into the usual order string. A crew member on the rear end would grab them with his arm). I thanked him and, as soon as he lined me to back into the West Yard and gave me a restricting indication on the dwarf signal governing such moves, I backed towards my train awaiting me on the west end of Track No.22 in the West Yard.

After coupling to my train, my conductor appeared and was raising holy heck about my taking so long to get on the train. I dropped one set of orders down to him from my lofty perch and ignored him, as he was a pain in the fanny anyway and I didn't want to get an argument going with him just yet — I was formulating better plans for him for later in the day.

The head shack stood on the ground below my window and, watching him out of the corner of my eye, I could see he was glaring up in my direction and his mouth was running in "run 8", but still I paid little attention to him. He never did offer to fill me in on our train consist, but did hand a slip of scrap paper to the head brakie, which I assumed was the car count, tonnage and any other pertinent information applying to our train or any possible opposing trains, such as high-wide loads or the like. On short trains, such as the majority of the shifters working out of Portsmouth, as a common courtesy we usually made it a point to meet trains with high-wide or restricted loads at locations where they would not have to slow down to pass us. Many such restricted trains were required not to pass on curved track and to slow to ten miles per hour on regular straight track. If we could meet them at a wide location, all the better for them.

Soon the car inspectors radioed for the federally required initial terminal air brake test. After successfully completing the air test and noting no excessive brake pipe leakage for the second minute of the leakage portions of the test, I prepared to get the show on the road — I contacted GS Tower via radio and told John I was ready to leave town. Soon the dwarf signal allowing me to leave the terminal "came up" restricting, and I whistled off and stretched out our twelve cars. I then gave the units a little more power than what was really needed to take us out of the yard, as I wanted to have her up to a pretty good speed before the caboose got to the "Boss," to make it a little more difficult for him to grab the handrails and climb on, and thus giving him something else to complain about. The "flag-master" as we sometimes called the rear brakie, was already on the caboose as he had a pretty good idea of what I would do when I got the "highball" from the "car toads" (another name we used for car inspectors).

We had a straight run to Chillicothe with no work. With a 600-series GP9 (the last series of GP9s the N&W bought) and a GP35, I could really whip her tail and kept her right on the allowed 65 m.p.h. all the way, reducing speed only for restricted curves and one 10 m.p.h. slow order at MP N-631, Teays Junction, where a maintenance-in-the-way crew was replacing a couple of cross ties in the switch leading to the east leg of Teays Branch, which allowed access to the massive U.S. Atomic Energy Diffusion plant.

Upon arrival at Chillicothe I slowed down and, as soon as the rear end cleared Southern Avenue, they dumped the air from the rear end. The rear brakie began walking the

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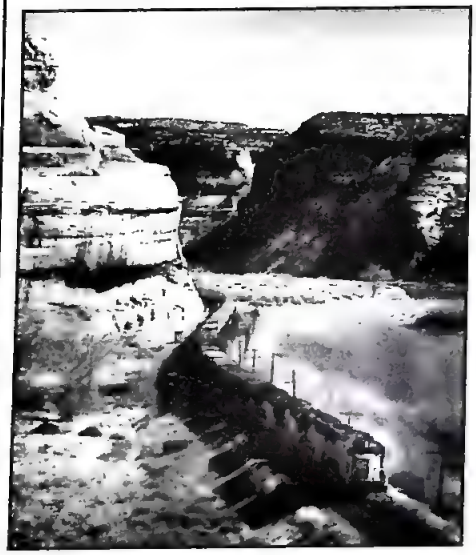

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train, bleeding off the air, which would allow us to switch the cars and let them roll freely. At this time the conductor had gone to visit the Chillicothe "car toad" who delivered the switch list from the freight agent at the uptown freight house.

This was my chance — I knew I had a perfect opportunity to really get under the conductor's skin and I made dang sure I took full advantage of the situation. I grabbed one of the red trash bags and slid down the handrails to the ground, all the while facing away from the unit in strict violation of the Safety Rules. (Other than looking both ways before crossing any track and never stepping on the head of the rail, this is one of the most important Safety Rules: When alighting from a piece of railroad equipment, one should face the equipment and maintain a good grip on the handrails or grab irons. If facing away, should one's heel catch on a step or loose his grip, a fall is almost assured). I then began to pick up trash, small sticks and the like from the right of way making a big show of inspecting each and every item I found. Soon the shack was back on the caboose, giving me a signal to pull ahead so we could set over a few cars to the Cincinnati, Hamilton & Dayton (B&O) and do some other switching, and then move to the huge Mead paper mill for their daily switch. I completely ignored him and went right on picking up trash and loading my red bag.

He whistled, screamed, waved him arms and in general raised holy heck from the rear steps of the caboose. I still paid no attention to him, except to look out of the corner of my eye to see where he was. He finally went back over to the car toad and jumped in to his old junker '51 Ford work car, and soon they were speeding along the ever-present parallel dirt road towards the head end. Even before the carman stopped, the shack was out of the car and heading toward me, carrying on like a wild man.

He ran up to me, questioning my ancestry in no uncertain terms, and asked me what-in-the-*x*&$% blankety H%@l* I was doing, and for me to get my, uh, fanny up on that engine and get to work, or he was going to call the superintendent on me. He was livid and ranting and raving like some idiot — too dumb to understand I was simply doing all I could to upset him.

So I finally glanced up, straightened and looked him dead in the eye, held up the bright red trash bag and told him to please go ahead and call the "man" if he so wished. He knew something was up when I said that, as one does not invite his conductor to call the super just for the fun of it.

I then explained to him — of course it was an out and out lie — that the super had been waiting at GS Tower and had given me the red trash bags and instructed me to have my crew pick up trash when we could, and I was simply doing my duty as an honored and valuable employee of the Norfolk & Western Railway Company, doing my part to maintain a clean working environment, to make it as safe as possible for the ground men, him included, to perform their priceless duties, making money for the stockholders of the Great N&W!

I then attempted to hand him one of the red trash bags from the stash in my back pocket! He went into orbit as I leaned over to pick up more trash, and I believe if I had looked up, I could have seen him fly over top of my lead unit, he was so hot under the collar.

I love it when a plan comes together!

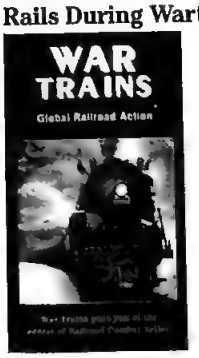
Videos

Along The Union Pacific

Best of Union Pacific: Super Railroad, from Green Frog, 200 North Cobb Parkway, Suite 138, Marietta, GA 30062-3538, 800/227-1336; 60 minutes, $19.95 plus $5.00 shipping. GA residents add 5% sales tax.

Green Frog has taken its five full-length volumes covering the UP from Western Illinois to Portland, Oregon, and compiled them into one highlight tape (we reviewed the Wyoming tape a couple of years back). The first part of this tape covers several notable bridges and environs (the Mississippi, the Kate Shelly and Missouri River), plus scenes along Route 30, Bailey Yard in North Platte, and a westbound at Archer, Wyoming, before ending with a glimpse of the UP steam shops in Cheyenne. Part Two covers Wyoming — some Powder River traffic, Dale Junction, Hermosa Tunnel, and the Green River depot, ending in Ogden with a jerky overlook shot of the yard. I liked Part Three — the Butte to Pocatello, Idaho, segment — the best, because it is off the beaten track, so to speak. The highlight of this segment is the chase of a UP freight south out of Silver Bow. Next is the Oregon Short Line (Granger, Wyoming, to Huntington, Oregon), with highlights being the American Falls bridge, a cab ride and various views of King Hill. Various freights are seen around Telocasset Hill, Amtrak at the top of the Blues, Hinkle Yard, some waterfall shots along the Columbia River, and ending, unfortunately, with an amateurish view of Portland's Albina Yard shot out the car window. The visual quality is okay, the sound stereo, and many famous and not-so-famous locations are visited. In several instances, however, the spots selected are not the best available, and occasionally the videography could be better. It's basically a survey tape of Uncle Pete today, much as you might shoot if you traveled along the expanse of the system — *Tom Kelcec.*

Rails During Wartime



War Trains, from Galloping Pictures, P.O. Box 11641, Bainbridge Island, WA 98110, 800/577-6131; Three-tape boxed set, 170 minutes total, $49.95 plus $6.00 shipping. WA residents add 8.6% sales tax.

If you think you have seen it all on the History, Discovery, etc., channels, think again. This three-volume set has some excellent footage I have not seen before — it's not only visually impressive, but it fills an information void about railroads during wartime. Although sometimes presented in a disorganized manner, with a few technical lapses, let me point out the gems. Volume I, "Combat Strategies" (my favorite), covers the 1941 training of the rail-

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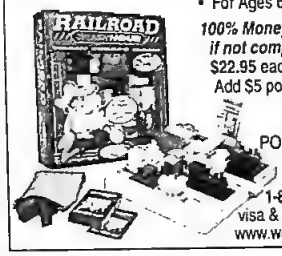

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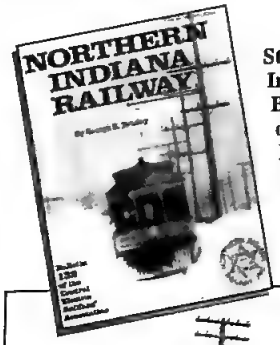

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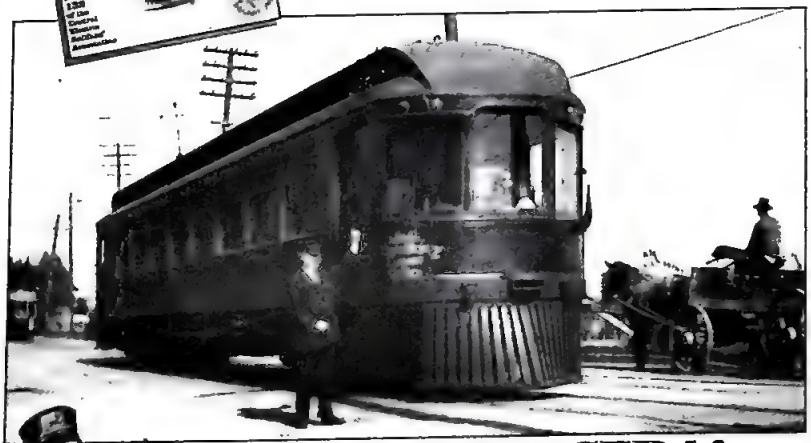

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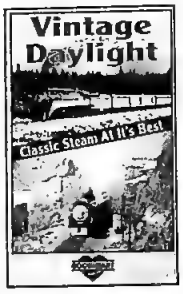
road operating battalion at Camp Claybourne, Louisiana, a D&RGW articulated pusher, an assembly line of hundreds of Consolidations in 1918 in France from parts Baldwin shipped over, Russian steam in WWII, Winston Churchill on the rails in Canada, rail-mounted U.S. naval guns (1917) in France with shells built by Baldwin, and narrow gauge supply lines to the WWI front.

Volume II, "Subvert and Destroy" (second favorite), illustrates the development of methods — starting during the Civil War — to wreck track and disrupt railway operations. Don't do this at home. We see "how to" demolition training films, bridge demolition and even ride a supply train in Vietnam.

Volume III, "Air Attack," deviates from pure railroading and consists of several War Department films on air attacks in Italy, test bombing rail lines in Louisiana, and clips of Korea, Vietnam, etc. One rapidly appreciates today, when one "smart bomb" will do, versus WWII, with standard groups of 24-36 twin engine bombers almost failing to hit a bridge with low IQ bombs. Fascinating coverage of the circumstances of railroads during wartime; some footage and narration is off target, so to speak, but this is quite a find for the military buff as well as the railfan. Overall, well done with the key images and narration of quite high quality — *TOM KELCEC.*

The Full Daylight



Vintage Daylight, from Goodheart Productions, P.O. Box 47131-R, Chicago, IL 60647, 800/482-1522; 51 minutes, $29.95 plus $4.00 shipping. IL residents add 8.75% sales tax. Another Daylight (SP 4449) tape? Yes, and one that won't disappoint. In 1992 the Daylight pulled, for probably the last time, a full Daylight painted consist on 780 miles (one way mileage) of SP trackage to/from the San Jose NRHS convention. There were also convention trips, one double-headed with Bay Area newcomer 4-6-2 No.2472. About half the tape is devoted to these trips. The balance of the tape covers the two-day, June 1998, round trip over the BNSF to Bend, Oregon, this time with an unmatched consist, but with spectacular scenery on the engine's first trip down the Deschutes River Canyon. In what is perhaps the trademarked style of Goodheart Productions, we have a strong series of high quality runpasts presented via excellently composed scenic views with the engine clearly working, in stereo, with smoke effects. There are also good cut-aways of the crew, detailed coverage and explanation of the repair of the feedwater pump, and on-train and in-cab footage to round out the program. The premiere scenes are here: Mt. Shasta, the Bay running south of Martinez, good coverage of the 2472/4449 doubleheader, bridge and tunnel views on the SP and Inside Gateway routes, the Columbia River and many more just pleasant, full-bore runpasts. The sound is excellent, the image quality professional, and only the best scenes are shown. For the Daylight buff, this and its companion tape released some time ago (*Shasta Daylight*), which is highly favored by 4449 doyen Doyle McCormack, are a hard combination to beat — *TOM KELCEC.*

Camera Bag

BY JIM BOYD

25 years in the bag

"THIS IS A COLUMN in which we will discuss railfan photography techniques, equipment and even philosophies, if necessary." It's hard to believe that I wrote those words 25 years ago — it seems like just yesterday. And I must admit that discussing railfan photography in every issue since then has kept me on my toes, coming up with fresh and relevant observations. Over the years there have been guest columnists who have pitched in, and I've tried to entertain "opposing" ideas, as well as my own preferences in technique and approach.

The changes in railfanning and photography over the past 25 years have been a big help in keeping the column from becoming repetitive, but the basic concepts have remained fairly stable. Steinheimer and Benson are still to be emulated, Link has never been matched, and color has taken over in magazines and books to a degree unimagined in 1974.

In that first CAMERA BAG, I discussed the cameras we were using at Carstens, noting my own change from Pentaxes to that sledge hammer of a Nikon F "with a coupled light meter" (remember the "Nikon Twist" when you changed lenses, sweeping the aperture ring to "set" the light meter?). I moved on to a pair of FM-2s and finally gave way in late 1997 to my first fully automatic, battery-powered camera, a pristine used Nikon N8008. With that camera I got the best exposures of my career and have been able to return to using a zoom tele, which had become nearly impossible with my eyeglasses. That camera put the fun back in photography.

Also in that first CAMERA BAG, I was defending my preference for Ektachrome-X and my dislike of Kodachrome II, in spite of its undeniable superiority in sharpness. Time proved me wrong, but it took the introduction of Kodachrome 64 for me to give up on Ektachrome "cold turkey" shortly thereafter. I mastered K64 and rode it out until the early 1990s, when I tried some Fuji Velvia and was hooked on its brilliant color. "I've had 30 years of reality; I'm ready for some photographic fantasy!" In spite of its half-stop-or-more slower speed, the Velvia color just blew me away for work in all kinds of weather, day and night. The Provia and Sensia don't do diddly in comparison. But George Fletcher just showed me the results he got with the new ISO 100 Ektachrome HC, and I'm gonna give it a try. In the immortal words of Huey Lewis, "I want a new drug. . ."

As for black & white, which made up the majority of the published photography in 1974 — today it's dead. Stein did his book and Benson is completing his. After that, forget it. Some will cling on, but color has now taken over completely, even in black & white: In 1974 we could not get a decent b&w image for publication from a slide if our life depended on it (it often did, since we had no inside color available at the time). With today's scanners, we can get a better b&w image from a slide than we can from a Steinheimer 8x10!

The scanner technology has risen so rapidly that color became not only economically feasible, but absolutely mandatory. If I were to select one area where technology has changed the most in magazine and railfan work, it would have to be color scanning. In the 1970s, four-color separations were still being done optically in a darkroom, and the quality was seldom predictable. Today the computerized scanners can work wonders, and we have a level of color in magazines and books that we sincerely believed in 1974 that we'd never live to see. The color slides that we took just for fun back then are today far more valuable for publication than all that black & white that we slaved over "swamping" in the darkroom.

The other area of change that had a great economic impact on the magazine was the eruption of video technology. With economical high-quality video cameras able to capture two hours of image and sound on a $5.00 cassette, movie film was instantly obsolete from the aspect of expense alone. Railfan movie shooters soon discovered the wonders of video and abandoned their 8mm and 16mm movies, and the "old heads" got the video production companies to transfer their movies onto videotape for all to share — at $29.95 a pop, advertised in full color! Most video producers began to "recreate" a soundtrack for the silent movie film. When done well, it brings a whole new life to vintage movies.

It was the "video boom" advertising in the 1980s that propelled R&R into the big leagues of magazine circulation and success, thanks to the revenue it generated, which permitted the addition of editorial color into our pages and the growth of the magazine from a quarterly and bi-monthly into a monthly publication. Every R&R reader has benefitted from video technology, whether or not he/she ever bought, used or viewed a videotape or camcorder.

Photo tip

I wrapped up the first CAMERA BAG with a "Photo tip" that is as valid today as it was back then: "One secret to becoming a good photographer is to get one film and stick with it until you really learn how to use it." I did just that when I switched to Kodachrome 64 and again when I opted for Velvia. I've used only three color films in the past 25 years, which is rather amazing when you consider how many transparency emulsions have come and gone or stayed and dominated. My results have always been consistent after the first few rolls, and I can still "think" exposure without using a meter — though that darned fully automatic N8008 is making a very lazy man out of me!

The satisfying part about all of this is that I still find railfan photography immense fun and an intellectual and practical challenge. In retirement, I'm making a pleasant living by "mining" the color photography I've accumulated since I began shooting slides in 1963, and I'm always learning something new about the field in which I've spent my entire adult life. With all that material, it looks like I'll be "in the bag" for a while longer.

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Railroadiana

Calendar Call

As the year begins to wind down, its once again time to begin our annual review of railroad-related calendars. Over the course of the next several issues, we will detail the highlights of as many calendars as space permits. If your group or company publishes a rail calendar, and would like to have the 2000 edition considered for review, please send to: RAILFAN & RAILROAD, Calendar Call, P.O. Box 700, Newton, NJ 07860-0700.

First up is the ***2000 Alaska Railroad Calendar***, a full-color offering on the ARR. Featuring the photography of railroad employee Randy Thompson, it contains 12 color photographs of the Alaska in action, plus a historic steam shot in black & white, and an additional page illustrating the various paint schemes worn by the railroad's F7s. An interesting feature is the listing of important dates in the history of Alaska and its railroad. It folds out to 12"×17" and sells for $10.00, plus $2.00 shipping U.S. ($3.00 shipping Canada and Mexico, $4.00 foreign). Order from Healy Roundhouse Gallery, P.O. Box 184, Healy, AK 99743-0184.

The Western Maryland Historical Society has published its ***2000 Western Maryland Railway Historical Society Pictorial Calendar***, featuring 14 color shots from various photographers — ranging from the 1940s through the '70s, plus an additional six pages of black & white photos of non-revenue equipment. Highlights include steam on heavy freight in Frostburg, Maryland, Alco and Baldwin action, and several scenes of the WM's famed F-units. The calendar folds out to 11"×17" and sells for $9.00, plus $1.50 shipping U.S. and Canada for each calendar ($7.00 shipping per calendar foreign). MD residents add $.45 sales tax per calendar. Order from Western Maryland Historical Society, Leo G. Armentrout, 8809 Sigrid Road, Randallstown, MD 21133.

The ***2000 New England Railroading Calendar*** comes from the Mystic Valley Railway Society. Folding out to 10"×16", the MVRS's calendar contains 14 color shots depicting railroads in New England, including both Conrail and Amtrak action on the Boston Line, Connecticut DOT Shore Line East equipment visiting Boston, an MBTA F40 rolling through the shimmering aftermath of an ice storm, Conway Scenic F-units, a trio of New England Central scenes, and more. The spiral-bound calendar is $8.00 postpaid in the U.S., $9.00 postpaid in Canada, and can be ordered from Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009.

Audio-Visual Designs unveils the Premiere Edition of its ***Fallen Flags Calendar***, featuring the photography of R&R Editor Emeritus Jim Boyd. The *Fallen Flags 2000 Calendar* is a spiral-bound, full-color effort on heavy gloss stock, with 14 shots of railroads gone but not forgotten. Subjects, all from the 1960s and '70s, include Milwaukee Little Joes on the electrified Pacific Extension, a night shot of Louisville & Nashville E's, a Reading Alco at Allentown, brand-new Chicago Great Western SD40s in 1968, Frisco's E-unit led *Sunnyland* passenger train, and a host of other classic scenes of the Western Pacific, Great Northern, Wabash and more. The calendar folds out to 12"×18" and sells for $12.75, postpaid in the U.S. NY residents add 8% sales tax. Order from Audio-Visual Designs, P.O. Box 977, Herkimer, NY 13350-0977.

The Norfolk & Western Historical Society is offering its ***2000 Norfolk & Western Calendar***. The calendar includes 15 full-color photographs of the N&W from the 1950s through the '80s, featuring both steam and diesel action, plus rare shots of freight cars and other equipment. Among the subjects are new U30B's at Bellevue, Ohio, in 1970; steam on the Abingdon Branch mixed train; Virginian FM units in 1957; a Class J on the *Cavalier*; a pair of C30s in the short-lived "redbird" scheme and several shots featuring wooden cabooses. The date blocks include extensive information on important events in the N&W's history. The calendar folds out to 12"×18" and sells for $9.95, plus $1.50 shipping. Order from Norfolk & Western Historical Society, 2328 Orange Avenue NE, Roanoke, VA 24012.

Well-known Montana photographer Dale Jones has released his own ***Railroads of Montana 2000 Calendar***. The all-color effort features 13 large images and 15 smaller shots (one on each calendar page, plus a spread of three at the end) depicting Montana railroading in all forms — freight and passenger, main line and short line, past and present. Included are scenes of Amtrak's *Empire Builder*, Central Montana Rail Geeps, BNSF Dash9s, vintage Milwaukee Road boxcab electrics, Montana Rail Link action and more. Detailed notes on important events in Montana railroading are including in the date blocks. The calendar opens up to 11"×17" and sells for $10.95, plus $2.05 shipping. Order from DW Jones Photography, P.O. Box 57, Plentywood, MT 59254.

The Lackawanna & Wyoming Valley Chapter NRHS presents its ***2000 Railway Calendar***, consisting largely of vintage material from Northeastern Pennsylvania. The calendar includes a color cover of Lackawanna steam in Scranton, plus 13 black & white shots of steam, diesel, traction and interurban — a range of photographs from the 1930s into the 90s. Highlights include a night scene of Scranton Transit Company streetcars, a 1938 view of Erie steam at Avoca Yard, Lackawanna & Wyoming Valley interurbans, Lehigh Valley's *Black Diamond* at Wilkes-Barre, and more. There is also a full-page essay on railroad operations in the region covered. The calendar folds out to 11"×17" and sells for $6.25 postpaid. Order from L&WV Calendar, Dept. CC, P.O. Box 3452, Scranton, PA 18505-0452 — *G.F.*

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Railnews

"BRICKS" SURVIVE ON WISCONSIN CENTRAL Of the 224 SD24 locomotives built by EMD, there are a number of survivors. Most, however, have experienced some degree of reconstruction, either in the form of turbocharger removal, prime mover enhancements, electrical system upgrade, or some combination thereof, emerging as SD10s, SD18s, SD20s or SD26s. Pioneers in their heyday, SD24s are now dinosaurs in the high-tech world of microprocessors. The number of SD24s operating in their as-built configuration can be counted on one hand. Wisconsin Central inherited two SD24s with its purchase of the Fox River Valley Railroad in 1993. Numbered 2401 and 2402, the pair were among only four FRVR locomotives to wear the road's red and yellow livery. WC employees have given 2401 and 2402 the nickname "bricks" in reference to their square, stocky appearance.

With traffic levels high, WC can ill afford to sideline serviceable locomotives. So, instead of retiring older power, oddball units such as the SD24s are relegated to captive duty for ease of maintenance and assignment. On July 4, 1999, WC 2401 and 2402 were drilling the ex-FRVR (former Chicago & North Western) yard at North Fond du Lac, next to an SW1500 set (**page 31**). Built in May of 1959 for Chicago, Burlington & Quincy, they celebrated their 40th service anniversary this year. Once plentiful on the Santa Fe, Union Pacific, Southern and Burlington, SD24s are now found only on smaller roads, and almost entirely in their rebuilt form. Wicsonsin Central now holds title to the largest operating unrebuilt SD24 fleet, and Fond du Lac is most likely the only location left to witness two operating SD24s together in everyday freight service — *BRUCE NELSON.*

NEW HOPE & IVYLAND'S NEW SERVICE On July 18, 1999, the New Hope & Ivyland Railroad, a tourist line headquartered in the popular tourist destination of New Hope, Pennsylvania, began running passenger trains from Lahaska, Pennsylvania, to the SEPTA commuter rail station in Warminster (**page 31**). The trains, which run on Saturdays and Sundays, provide service which bridges the gap between SEPTA's R2 line trains from Philadelphia and the NH&I's regular, steam-powered trains to and from New Hope. Three roundtrips a day are offered, leaving Warminster at 10:30 a.m., 1:30 p.m. and 3:30 p.m. The Warminster-Lahaska trains operate as a two-car shuttle with diesels on each end — GP30 No.2198 on the south, and SW1 No.9423 on the north — *DOMINICK POWELL.*

OVERHAUL FOR NICKEL PLATE NO.765 The Fort Wayne Railroad Historical Society has received funding for the overhaul of its steam locomotive, former Nickel Plate Road 2-8-4 Berkshire No.765. The funds are to be provided under the TEA-21 program (the Transportation Equity Act for the 21st Century). All funds distributed under this program are administered by a local governmental authority; in this case Allen County, Indiana, that will handle the task.

The 765 has not run since 1993 and is need of a heavy running gear overhaul, something the Nickel Plate typically did at 100,000-mile intervals. Since her last overhaul in May 1957, the 765 has accumulated well over 100,000 miles in both NKP freight service and excursion service for the Fort Wayne group. The running gear overhaul is needed before the locomotive can be operated again. The work will involve lifting the locomotive so the eight 69" diameter driving wheels can be rolled out to be worked on. The Fort Wayne crew will also replace the flues in the boiler during this overhaul, and there are several other items of scheduled maintenance to be performed in order to bring the 765 back to top operating condition. Rich Melvin, the organization's Operations Officer said that the group's target date getting the 765 back on the road is some time in 2001.

The Fort Wayne organization and the 765 have a long history of excursion operations. From 1979 through 1993 the 765 was one of the most traveled steam excursion locomotives in the country, racking up almost 55,000 miles in excursion service all over the eastern United States. The locomotive is perhaps best known for pulling the scenic New River Trains, on CSXT between Huntington and Hinton, West Virginia. This train was one of the most popular excursion trains in the world. Thousands of people from all over the world came to ride these trains, and the train size often reached to over 30 cars. The 765 was put to the test many times pulling these huge passenger trains at speeds up to 65 m.p.h. The Berkshire also graced the cover of R&R's 20th Anniversary issue of November 1994 in a painting by Ted Rose. *(Another Ted Rose watercolor of a NKP Berkshire appears in the centerspread of this issue — ed.)*

Fort Wayne Railroad Historical Society Vice President Glenn Brendel, a charter member of the organization, commented, "We've worked a long time to get these funds. Our initial application was submitted back in 1996 and we followed up each year to re-submit it for the next year's program. Now we have finally reached the point where we can once again make plans to share our 400-ton piece of history with the people of the country."

The TEA-21 program is an 80/20 program, where the program pays 80% of the cost, and the Society must raise the remaining 20%. This means that to take advantage of all the funds available, the Society must raise about $85,000. In 1998, the Society established the "765 Overhaul Fund." Several thousand dollars has already been raised. Donations can be made to the 765's Overhaul Fund at the Society's web site at *www.765.org* or by mail at 765 Overhaul Fund, P.O. Box 11017, Fort Wayne, IN 46855.

OPERATING REORGANIZATION FOR CSXT In August, CSX Transportation announced a significant reorganization in both its "product line" organization and its operating structure. Three new service groups have been created, each of which will focus exclusively on a specific commodity — merchandise, coal and automobiles. The railroad will also reorganize its operating department into five regions to make the network more responsive to the needs of these service groups, as well as customers. "This is an important shift in how we do business," president Ronald J. Conway said.

Each service group will have profit-and-loss targets and will perform corporate functions such as customer service, service design, car management and billing. A senior operations official has been assigned to each of the Service Groups as a link between the commercial and operating teams.

On the operating side, the railroad will be reorganized into five regions reporting to regional vice presidents. Those regions are Northeast (headquartered in Albany, New York); Western (Chicago, Illinois); Central (Huntington, West Virginia); Midwest (Louisville, Kentucky) and Southern (Jacksonville, Florida). The regional vice presidents — several of them former Conrail employees — will report to Gary M. Spiegel, senior vice president-operations.

Created in an effort to return some local control and decision making to employees closer to, if not "in the field," each of the operating regions will have a central staff that manages functions in safety, operating rules, local customer development, operations improvement and budget, mechanical and engineering. Each region will be composed of as many as four of CSXT's service lanes.

UNION PACIFIC 844 UPDATE The malfunction that sidelined Union Pacific 4-8-4 844 at Railfair on June 24, 1999, was not an "explosion," as some have called the incident, but a somewhat routine occurence when steam was in regular service, said UP Steam Manager Steve Lee. Several 2½" tubes inside the 844's boiler were near failure, and when one let go the turbulance inside the boiler resulted in about a half-dozen more failing. A third party investigator confirmed that there was never a chance of a catastrophic boiler explosion. Corrosion is blamed for the failure caused by the use of water not treated properly. The 844 has 198 2½" tubes in it, and Challenger 3985 has 48. All will be replaced in both locomotives, plus the scheduled running gear work for 3985 will take place this winter.

BRUCE NELSON

Wisconsin Central's ex-Fox River Valley SD24s, Nos.2401 and 2402, soldier on in regular service, drilling the yard in North Fond du Lac, Wisconsin, on July 4, 1999. With this pair, WC has the largest operating fleet of as-built SD24s. See **page 30** for more.

STEVE BARRY, LIGHTING BY STEVE BARRY, KERMIT E. GEARY Jr., FRED JONES and JOHN TULLY (except for the fireworks)

Transpo '99 was held at Bellows Falls, Vermont, on July 31, 1999, in conjunction with Rockingham Old Home Days. Hosted by the Green Mountain Railroad and coordinated by Fred Bailey, railroads sending equipment to the event included Amtrak, Canadian Pacific, Providence & Worcester, Connecticut DOT and Claremont & Concord. Highlighting the event was a night photo session under the annual fireworks display, with Green Mountain RS1 405, ConnDOT F7A 6690 and Green Mountain GP40 302 under the pyrotechnics.

DALE R. WOODLAND

RAILFAN & RAILROAD

New Hope & Ivyland has instituted a new service between Warminster, Pennsylvania, and Lahasha, Pennsylvania, connecting with SEPTA at Warminster, and NH&I's regular trains to and from New Hope at Lahasha. NH&I GP30 No.2198 meets a SEPTA Silverliner at Warminster on July 24, 1999. See **page 30** for details.

Railnews

New Era on the Boston Line

While most Boston Line freights continued to be led by cab-signal-equipped units from the fleet of former owner Conrail through June and July, CSX's group of cab-signaled GP40-2s began to make inroads. CSX No.6228 leads hot shot intermodal train Mail-8S through Chatham Village, New York, on July 11, 1999, with Conrail SD80MAC No.4108 — a left over display from the previous day's "Chatham Railroad Days" event — awaiting its next mission.

GARY R. SCHERMERHORN

CHARLES J. HERAVER

Tossing the Can

The-unique-to-the-B32 paint scheme that used to adorn Amtrak's 20-unit fleet of the 1991-built GE's has begun to fall. In its place is the "Northeast Direct"-derived scheme of silver/gray with blue band and red-and-white pinstriping. No.504 shows off the new paint while hauling *Hiawatha Service* train No.337 through Glenview, Illinois, on July 18, 1999. The previous red, white & blue striped B32 scheme led to the units commonly being referred to as "Pepsi cans," a moniker that became dated when Pepsi changed its own "paint scheme" a couple of years back.

What Brings You Here?

On their way to the former Conrail, now Norfolk Southern Juniata Shops in Altoona, Pennsylvania, for contract work, Connecticut DOT/Metro North FL9s paused at the unlikely location of Pavonia Yard in Camden, New Jersey, on July 16, 1999. The dual-mode FL9s operate in commuter service out ofNew York City's Grand Central Terminal, and are having modifications made to their head-end power systems at Juniata.

RON BAILE

JOHN BIEHN

Frontier Days Special

Union Pacific and sponsoring organization the Denver *Post* once again teamed up to operate the annual trip from Denver, Colorado, to Cheyenne, Wyoming, for the Cheyenne Frontier Days Festival on July 24, 1999. The trip, a fund-raiser for the Denver *Post*'s charity foundation, was powered by UP Centennial diesel 6936 and an Amtrak F40, with UP excursion cars and *Ski Train* equipment in the consist. The special is seen north of Greeley, Colorado, with SP-painted former Rio Grande observation car *Kansas* bringing up the rear.

Siskiyou Talgo Tests

An Amtrak *Cascades* Talgo train ran demonstration trips over the Central Oregon & Pacific (former Southern Pacific Siskiyou Line) between Eugene and Ashland, Oregon, the weekend of June 18-21, 1999. Public trips were offered between Medford and Ashland, with display stops at other locations. The trips were sponsored by the Oregon Department of Transportation to generate interest in future rail passenger service. At right, Amtrak F59PHI No.470 leads the Talgo past the semaphores south of Cottage Grove, Oregon, on June 18th.

TERRY POE, OREGON DOT PHOTO SECTION

CASEY THOMASON

Old F40s Get Around

New additions to CSX's roster are former Amtrak F40s Nos.390 and 395, which have been repainted, renumbered (as Nos.9992 and 9993, respectively) and redesignated (CSX calls them FE7A's). They were released from CSX's Huntington, West Virginia, paint shop on July 23, 1999, and sent to Jacksonville to be put into service hauling the railroad's geometry and business car trains. At left, Nos.9992 and 9993 roll through Atlanta, Georgia, on July 28th on their way to Jacksonville.

M.R. KUBIAK

HERB SOMMERS

Excursion Notes

Colorfully painted Huron & Eastern GP38s hauled passengers to and from the Pigeon, Michigan, Farmer's Festival on July 24, 1999. The trip was sponsored by the Bluewater Michigan Chapter NRHS and ran from Reese to Pigeon, with a side trip to Bad Axe. With H&E No.204 on the point, the return trip passes the grain elevators at Akron, Michigan (**right**). West Virginia Northern celebrated its 100th Anniversary with a mixed train from Kingwood Jct. to Tunnelton, West Virginia, on the July 4th weekend. SW1200 No.52, flying an anniversary banner, assembles the train at Kingwood Jct. (**above**).

The Murtalbahn

by
Hal Carstens

If you can afford the air fare to Austria, chances are you can also afford to rent a steam loco for a day, complete with bar car, barmaid and fireman. You won't need an engineer, because that will be you.

IT WAS AUGUST 1971, and we'd flown in from London on Pan Am's Flight No.1, landing at the busy airport in Frankfort, Germany. Time was unfortunately too short to travel by rail to Austria, so we had booked passage on Austrian Airlines for the flight to Salzburg. Our last flight on a Viscount had been on Bahama Airways which had gone bankrupt a few weeks after our flight. Our Austrian Airlines Viscount, the *Johann Strauss*, was a one-class plane, and there were no empty seats. The unfancy but absolutely delicious packaged lunch, complete with cider and chocolate bar, was an unexpected treat and one which most U.S. carriers could well emulate.

PHOTOGRAPHY: HAL CARSTENS

We were met at Salzburg Airport by two Austrian friends, Nick Pfusterschmidt and Erik DeBary, both dressed in jackets having the traditional Austrian green lapels. Austrian customs formalities were quick, and we were shortly settled into the Osterreichische Hof for the evening. It was as fine a hotel as we had stayed in anywhere, and was situated right at the edge of the Salz River. The hotel is one of the great hotels of Europe and features the type of food *Gourmet* Magazine goes out of its way to find. It was the first hotel we'd stayed at with a mini-bar in our room stocked with everything from Coca-Cola and beer to champagne, which you pay for on the honor system. You check off what you drink on a sheet, and it's added to your bill automatically. No worries about blue laws, Sunday closings, or the time being after 11:00 p.m. or 3:00 p.m. or whatever. It was really appreciated after the trek from London.

Our purpose in visiting Austria was to get a look at the steam-operated narrow gauge lines. Europe was dotted with these small systems, many of them independently owned and operated, but improved motorways and high operating costs have caused many of them to disappear.

Our two Austrian friends, Nick Pfusterschmidt and Erik DeBary, had arranged for us to ride two lines — the rack-type meter gauge Schafbergbahn at St. Wolfgang, and the Murtalbahn operation of the Stiermärkische Landesbahnen. Before we left Salzburg we also managed to ride the Festungsbahn Hohensalzburg, a funicular line connecting old Salzburg in the cathedral area with the medieval castle of Hohensalzburg, which dominates the

-line. Ti[illegible] original old cars built [illegible] 1892 have been replaced with modern [illegible]rs for the very steep, 210-meter climb. It's an interesting and not too common form of rail transportation and well worth the ride.

A fine highway runs from Salzburg east to St. Wolfgang where we picked up the Schafbergbahn rack railway, built in 1893 by the Salzkammergut Lokalbahn AG but operated today by the Austrian National Railways (OBB). The line is meter gauge, 5.8km long and uses the Abt rack system. Three 0-4-0T steam locos were still operating on the line, each pushing up one open-end coach and preceding it on the way down to prevent runaways, much the way trains are run on the Mount Washington Cog Railway in New Hampshire.

The three ancient steam locos were built in 1889 by the Vienna Locomotive Works, and one of these was using parts from a fourth engine since retired. Many runs are handled by modern diesel rail cars painted red and cream OBB colors. There is an intermediate stop on the way up, but at the upper terminal, passengers have to walk the last several hundred meters to the hotel atop the peak. A four-wheel, rope-pulled flat car hauls beer and other supplies to the hotel from the end of the rack railroad. The view from the top of the Austrian Alps while having a cold lunch platter and Austrian white wine is very pleasurable indeed, but Coke-drinking railfans will also find their favorite brew on hand. Even in summer, the mountains of Austria are cool, and some sort of jacket or wind-breaker will prove comfortable.

***STAINZ 2 AND THE* MURTAL-BAR,** *once used by Austrian Emperor Franz Josef who obviously appreciated the finer ways of travel, pose at the station at Unzmarkt, Austria, in August 1991 (**opposite top**). R&R publisher Hal Carstens awaits his turn at the throttle of Stainz 2 (**opposite bottom**). On the Schafbergbahn, steam locos are always on the downhill side of the one-car train to avoid any possibility of runaway cars (**above**). A Schafbergbahn (OBB) meter gauge rack railway single unit railcar shares the honors with several steam locos (**below**). The view from the summit is spectacular. So are the grades.*

The Stiermärkische Landesbahnen (StLB) is the railway department of the Austrian province of Steiermark (Styria), and operates five narrow gauge lines of 76cm gauge (29.92") and three short standard gauge lines.

As with most European countries, the Federal Republic of Austria operates 90% of the railway system in the country under its public corporation called Osterreishische Bundesbahnen (OBB). The remainder is split up among 12 small lines, some of whom, like the Styrian group, operate a number of divisions. There are also many funicular and cable lines as well as a growing number of bus routes, the latter being a situation which can be expected to expand in coming years. It was because the short lines are disappearing at an alarming rate in Europe that we had made the trip to Austria, and Nick had arranged for us to rent a steam locomotive and a bar car on the StLB's Murtalbahn line out of Murau, an easy drive from Salzburg.

The Murtalbahn, named after the Mur River Valley through which it runs, is the second longest narrow gauge line in Austria, and the longest non-OBB narrow gauge line. Its eastern terminal also provides a direct connection with the electrified OBB line running from Bruck to Klagenfurt. We didn't spot any dual-gauge trackage, such as once seen at Alamosa, but the narrow gauge does cross over the OBB main and our fireman kept a sharp eye on the signal system as we approached Unzmarkt. Our tiny 0-4-0T and one car wouldn't fare well in a crossing contest with a big, 1010-series CoCo (0-6-6-0) electric.

The Murtalbahn line runs westerly out of Unzmarkt, following the Upper Mur River Valley to a stub end terminal at Mauterndorf, 85 kilometers away. The company headquarters are at Murau-Stolzalpe, roughly half way between Unzmarkt and Mauterndorf. The headquarters building sits partly up the hill and had emblazoned thereon a painted 75th anniversary commemorative herald, the celebration having been in 1969. It was at that time that the line started running the steam specials.

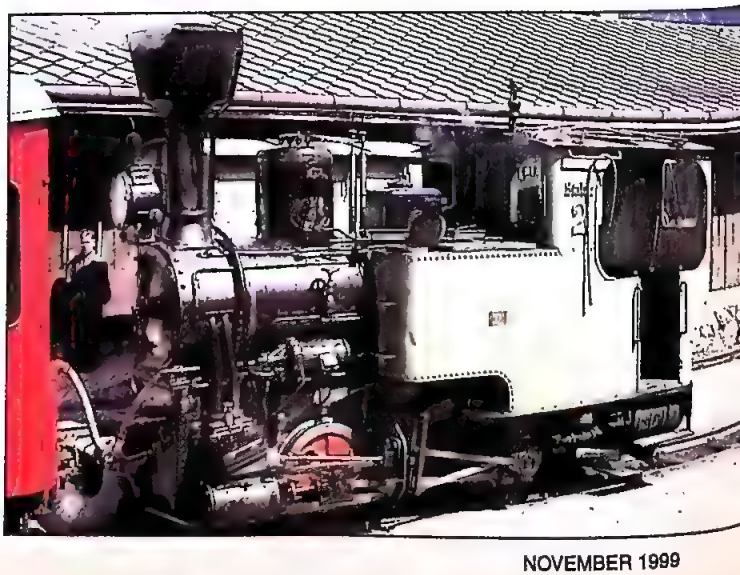
Our engine was to be Stainz 2, a diminutive 0-4-0T built in 1892 by Krauss-Linz. With its tiny snow plow pilot, funnel shaped stack, brass bell hanging over the side of the cab, and light green and red trim, she looked almost toy-like, but she was all locomotive, and typical of thousands that once served Europe. LGB Models offers a G gauge version of this loco.

On our trip, Stainz 2 pulled one car — a bright red double-bogied arch-roof bar-buffet car originally built for the Emperor Franz Josef. Later it was converted to a diesel rail car on the Salzkammergutlokalbahn where it transported students. In Murtalbahn service, it was now named the *Murtal-Bar*. Our crew consisted of a young barmaid and a fireman named Richard. Richard's duties were to keep the steam up (the engine burned coal) and keep a wary eye on those who would take turns running the locomotive. We quickly made friends with our fireman, and although our knowledge of German is fairly good, Richard would at times lapse into an Austrian dialect which we couldn't puzzle out. Our job was to work the throttle and brakes, toot the whistle at crossings, and occasionally ring the bell. A long blue driver's coat was provided to keep our clothes clean. The only incongruous touch was our bright yellow American engineer's hat, but it kept most of the soot out of my hair.

We'll admit to a slight bit of trepidation as we climbed into the engine cab and stared at a maze of pipes, valves, levers and *dingensteckers,* which we had to manipulate in order to make the steam locomotive move. What was that we had read years ago about the *Best Friend of Charleston*. Or Casey Jones? Happily, there was Richard with a big grin on his face painstakingly explaining in his purest German how to move the throttle to get the locomotive in motion, how to get the engine to come to a halt, and make the engine go backward by throwing the reversing lever which we dubbed the Pfusterschmidt, rather than Johnson Bar, because it seem more appropriate in Austria.

Richard explained about the whistle-tooten and bell klingen, and he said as how it was his job to keep steam up and see that the water level remained where it should. Dorothea Seholster and Dr. Faustus DeWalsch, my German teachers in school, would have been proud of the comprehension that their one time klotz student had acquired in

***THE MURAU-STOLZALPE DEPOT** is well maintained and bedecked with flowers **(below left)**. Stainz 2, an 0-4-0T is used for private charters **(below right)**. It was built in 1892 and is beautifully maintained. LGB offers a G-gauge replica. A signal tower stands at Unzmarkt where the OBB main line and the Murtalbahn cross **(opposite top)**. A classic heavy OBB BoBo electric locomotive at Unzmarkt in dark green livery is reminiscent of electrics which once ran on a number of U.S. lines **(above)**. OBB 1042.561 BoBo electric is at Unzmarkt with a heavy freight load **(top)**. Wedge plow X-1 couldn't have been built much smaller **(opposite bottom)**.*



this language, albeit with Austrian overtones.

On board as passengers and engineers were my wife Phyllis and myself, Nick, and Eric, with his wife Heide and their two boys. Nick saw that an ample supply of refreshments were placed on board the *Murtal-Bar*: slivovitz, Austrian white wine, mineral water and Coca-Cola.

We almost did a double take the first time we heard the Stainz 2's whistle — a shrill banshee wail that could be made to trail away. The cab wasn't large enough to provide seats for the engineer and fireman so the crew had to stand all the way. There was no tender, as water was carried in tanks on each side of the boiler. Enough coal was carried on the cab deck for the run between stations. These little locos don't burn much coal.

The main line is in excellent condition with 52- and 36-pound rail on wooden sleepers heavily ballasted with stone. The maximum grade on the Murtalbahn is about two percent. The latest roster available to us at the time showed the line operating seven locomotives, our 0-4-0T, two 0-6-2T's, an 0-10-0T and three 350-h.p. B-B diesels.

Also on the roster were 15 passenger cars, both single and double truck, painted dark green except for the *Murtal-Bar* which was bright red. There were also 144 freight cars on the line, including box, flat, gondola, cement and tank. The freight cars were painted Tuscan red or gray. Work equipment was also in evidence, including a very tiny, Tuscan red four-wheeled plow.

New at Murau was a diesel engine shed; diesels normally handled all runs except the occasional steam specials. The regular passenger trains are usually mixed trains, and the schedules are inclined to be irregular. There is public transportation (rail and/or bus) at either end, Unzmarkt and Murau. Do write the railroad or the Austrian Tourist agency for latest information before visiting the line. The road, incidentally, does welcome railfans, but do expect to pay nominal fees for such things as cab rides and photographic privileges.

Tips for Travelling Abroad

There are various ways of seeing any foreign country, including Austria. One would be to take a tour, and there are a number of special rail tours organized each year, such as the RAILFAN & RAILROAD 1999 tour to Ireland, Wales and the Isle of Man, operated by World Rail Travel Service. The tour will have everything organized for you: airfares, hotels, bus or rail travel in Europe, many meals and a very carefully organized, usually tight, itinerary often with special access to yards and engine-houses. Tours save money, especially on the air fare and hotel portion of the trip. You do have to pay for extras such as film, liquor, tips and other incidentals. Many travelers also buy travel insurance to protect yourself from theft or your need to cancel out for whatever reason. A rough idea of what the round trip fares would be if your were going on your own might be helpful: Nancy Parker at Argosy Travel, where we book most of our tickets advises that regular first-class round trip travel to London in season is about $8900 and to Paris about $6500, with standard coach to London, round trip, about $1350 and Paris $2000. Non-refundable advance pay travel is much cheaper. The shoulder season (after school opens) varies from $500-$700. And in winter a round trip can be as low as $300. The cheaper rates are usually non-refundable and may not be available on certain dates. Always check the restrictions on "el cheapo" air fares. The value of the American dollar over European currencies can also affect the cost of airline tickets. Extended trips and tours can bring the air portion down to $400 for a round trip. The exact amount will depend on when you fly (off-season rates are cheaper), how long you stay and where you're flying from and to. For specifics, see your local travel agent or airline. You'll also find that the tourist offices of the various countries have offices in major U.S. and Canadian cities. For Austria, write the Austrian National Tourist Office, 545 5th Avenue, New York, New York 10017, and do allow some time for a reply. Check your phone book for addresses and phone numbers. Most can also now be reached via internet.

You will need a valid passport. It took us about two weeks to get ours renewed, but it's good to allow a month or more. American passports are now good for a ten-year period. You'll need passport photos (let a professional do it because he knows how to do it and how to print them; cost is nominal) and your birth certificate. Apply usually at the local county clerk's office listed in your phone book. Most countries no longer require visas, but among those that do are Australia, China, Korea and Turkey. Again, check with a good travel agent.

It is no longer necessary to have an international health card with proof of vaccination when visiting most European countries, but you'd better double check before you leave. You do need shots if traveling to the middle east, eastern Europe and India and certain other countries. The State Department also prohibits travel for most Americans to a few countries.

We haven't had problems in recent years taking foreign-made cameras, camcorders, tape recorders or other similar equipment but if you have any exotic foreign equipment, avoid unpleasantness with American Customs officers on your return by being sure to fill out a Customs Form 4457 before departure, listing the items with serial numbers. Otherwise you might have to pay duty on these items on your return even though duty has already been paid on them. You can fill out the form prior to boarding the plane at the airport as you leave the States at the U.S. Customs Office.

Take along an ample supply of film, preferably one type that you really know, but don't be afraid of running out. Stores throughout Europe are loaded with Kodak and Fuji films plus films made by Agfa, Ilford and other reliable firms. European Kodachrome is sold with processing included, the processing mailers being valid at any American or Canadian Kodak processing plant. Kodachrome used to be available everywhere but now you might have to look for a well-stocked camera store. These days most people prefer color print film. In a pinch you can have slides made from color print film. Videotape is commonly available but digital tape is still hard to come by and we've had problems getting VHS-C in Alaska at end of season.

The strength of the sun and the lighting conditions in parts of Europe may be different than you're accustomed to in most parts of the U.S.A., so trust your meter readings and be sure to replace all camera batteries prior to departure. RAILFAN & RAILROAD photography Rule No.1: Your camera batteries will always conk out as you start shooting pictures when you are more than 1000 miles from home, especially when you've found steam — *H.C.*

The Railfan & Railroad Experience

THE SIGNATURE IMAGE of RAILFAN & RAILROAD magazine seems to be of a Nickel Plate Road 2-8-4 going away. The cover photo on the first issue, Winter 1974, featured No. 759 seen from on board. The 20th Anniversary issue depicted No. 765 coming on, No. 759 going — in a watercolor celebrating the transition from one Berkshire to another during the two intervening decades. So here, in recognition of the first quarter-century of the publication, is yet another look at Nickel Plate's finest, going to Chicago.

The late-afternoon view was not intended as a metaphor for sunset — rather, as a bright view of a well-maintained locomotive still in service, an appropriate subject in backlight to celebrate the past on the way to the future and a new millennium.

Observers, at trackside or along for the ride, have enjoyed the experience of railroading in the past 25 years — much of it reflected in the pages of RAILFAN & RAILROAD.

Congratulations, R&R, and Happy Anniversary — just watch those couplings — *TED ROSE.*

Going to Chicago
watercolor 12"x16"
©1999 Ted Rose

"Except that the L&HR is

by Jim Boyd

ON MAY 8, 1974, Lehigh & Hudson River Railroad president W. Gifford Moore was driving back home to Warwick, New York after a meeting with Penn Central officials in Philadelphia when dispatcher Jack Percival reported to him on the radio, "Except that the Poughkeepsie Bridge is burning, everything is fine."

The news was devastating. The former-New Haven Railroad bridge high above the Hudson River at Poughkeepsie, New York, was literally his railroad's lifeline. It was effectively the only east end connection for the 86-mile L&HR, which depended almost entirely on the interchange of through traffic as the middle segment of a strategic link between the mid-Atlantic states and New England. Since there is no freight bridge or tunnel across New York Harbor, the Poughkeepsie Bridge was the closest crossing of that river barrier above New York City. The spunky little L&HR was handling two trains a day in each direction of traffic between the New Haven at Maybrook, N.Y., and connections with the Penn Central, Lehigh Valley, Jersey Central and Reading at Hudson Yard in Phillipsburg, N.J., on the Delaware River.

On February 1, 1968, the Penn Central had been created by the merger of the Pennsylvania Railroad and the New York Central, and on January 1, 1969, it had been forced to include the struggling New Haven. The PC, with its own New England route via the NYC's Boston & Albany, quickly came to regard the L&HR route as an irritating renegade. Now with control of the its eastern connection, the PC had been trying with varying degrees of success to divert the lucrative traffic off the L&HR.

With its catastrophic bankruptcy in June 1970, the PC began to drag down all of its neighbors because of the cash-flow technicalities of interchange and freight car per diem payment rules. In simplest terms, the bankrupt PC did not have to pay freight car rental to solvent railroads, but they had to pay cash to the PC. Under normal circumstances, if the PC owed the L&HR $100 and the L&HR owed the PC $100, the bookkeeping would simply cancel out, and no money would change hands. With the PC bankrupt, it would "owe" the L&HR $100, while the solvent L&HR would have to actually pay $100 to the PC. The only defense to this

***APPROACHING HUDSON YARD** in Phillipsburg, New Jersey, Conrail B23-7R 2038 leads a Norfolk Southern local over the former Lehigh & Hudson River on August 6, 1999 (**left**). The lead photo of the L&HR story in RAILFAN Volume 1 No.1 was taken at this same location.*

...one, everything is fine."

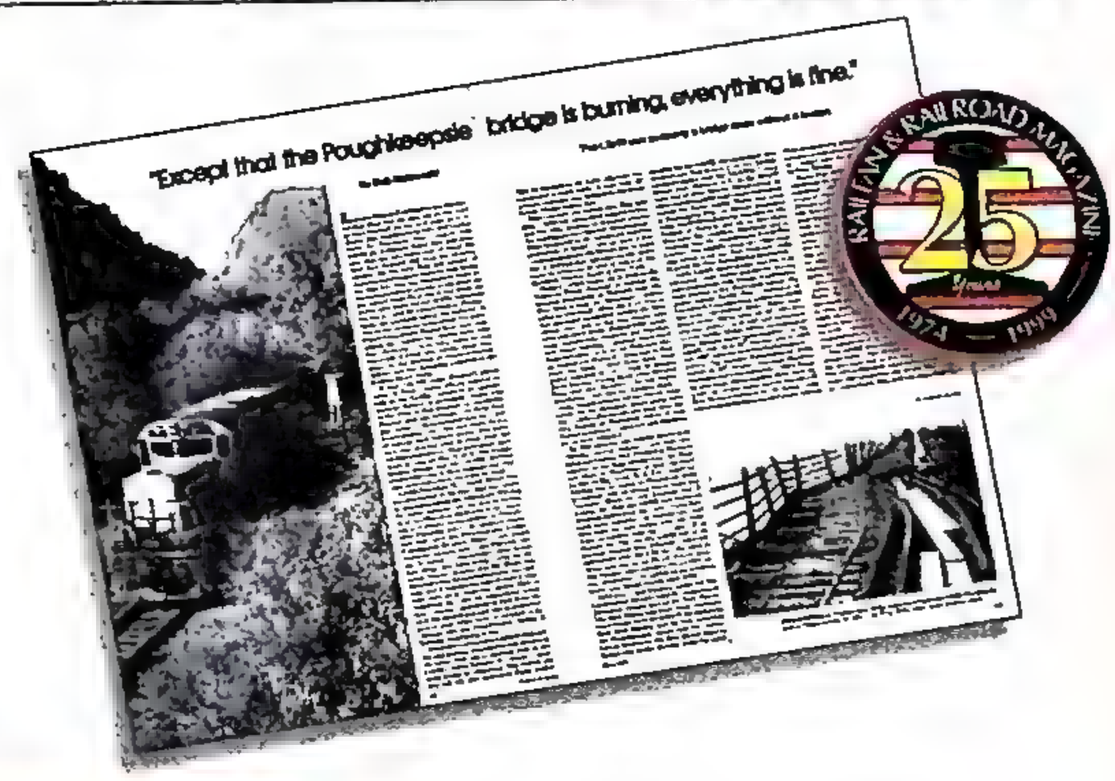
Somebody had burned its bridge to the 21st century

OPPOSITE: TRACY N. ANTZ / ABOVE: JIM BOYD; LIGHTING BY O. WINSTON LINK

frightful cash drain was to also declare bankruptcy and keep on running, which the L&HR did on April 19, 1972. The L&HR had economized its operations under the savvy Gif Moore, and even in bankruptcy continued to hustle two trains each way a day in and out of Maybrook with a well maintained fleet of only six Alco Century 420 locomotives.

The mysterious fire of May 4, 1974, which damaged the wooden ties of the Poughkeepsie Bridge deck, was the final blow, and even on the eve of the Millennium, suspicions remain as to how and why it started. Its effect on the L&HR, however, was immediate. The through traffic was gone, and the L&HR would have to survive on its minimal local business and about 15 cars a day of zinc ore out of the New Jersey Zinc mine in Ogdensburg, New Jersey, bound for the processing plant at Palmerton, Pennsylvania, on the Lehigh Valley.

As the first issue of RAILFAN Magazine hit the stands in late 1974, Mr.



PHOTOGRAPHY: JIM BOYD, EXCEPT WHERE NOTED

ONE OF THE FINAL *Lehigh & Hudson River trains was immortalized in a night shot orchestrated by O. Winston Link on March 23, 1976, 20 years to the day after Link took his famous shot at Luray, Virginia. Train NE-3 was captured at Baird's Lane just south of Warwick, New York, as it made its way towards the New Jersey state line (**above**). In a little over a week, ConRail would be running the L&HR trackage. Nearly a year into ConRail, the L&HR was becoming a rainbow (or dog's breakfast, depending on your view) of motive power colors. Former Erie Lackawanna GP9 1232 shares duties with former L&HR C420 2074 at Warwick on February 8, 1977 (**left**).*

Moore observed to author Bob Mohowski that, "The name of the game is to survive."

Survival?

The story of what happened to the L&HR in the next 25 years would make a good soap opera. Did the L&H survive? At the risk of sounding like a White House lawyer, "It depends on what you mean by survive."

With tight management and the cooperation of the labor unions, the L&HR survived longer than the Penn Central. When Conrail was created in 1976 to bile out the PC, the L&HR was included in the system, along with the south-end connections Jersey Central, Lehigh Valley and Reading. The Poughkeepsie Bridge was still out of service, however, and Conrail, still dominated by Penn Central thinking, had no particular interest in restoring the route.

One week before the coming of Conrail, RAILFAN Magazine hired night photographer O. Winston Link to do his first synchronized flash set-up on a train since an N&W steam scene on March 17, 1960. The subject was L&HR westbound freight NE-3 at the Baird's Lane waterfall just south of Warwick on March 23, 1976, with C420s 24 and 23 and five freight cars. The railroad cooperated by giving Bob Mohowski a railroad radio and authorizing NE-3 to do a couple of runbys for the cameras, permitting Link to reload the flashbulbs between shots. The results made the cover of our Fall 1976 issue, where we detailed the set-up and execution of the project.

Following the L&HR's merger into Conrail, the situation actually improved for a while. The "Hudson Branch" road job to Phillipsburg was shifted to a daytime operation, and photography was excellent as the L&HR power remained at home for the first few months. Before long, however, the L&HR engines began to be assimilated into the Conrail fleet and were renumbered into the 2070-series but tended to remain in the area, working mostly out of Allentown. The Conrailized C420s continued to be the most common power on the L&H, but EMDs began showing up in the form of Erie Lackawanna Geeps and PC GP38s — as well as an occasional Lehigh Valley Alco RS11.

In 1979 Conrail made its first substantial change in L&HR operations by taking out of service the 13.6 miles between the Zinc mine connection at Franklin and the yard in Warwick. The south end mine job would be worked as a turn out of Allentown, and the north end local work was done by a job off the old Erie at Greycourt.

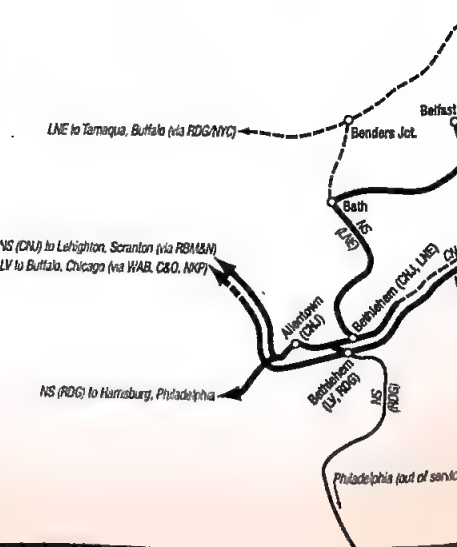
When its assets were conveyed to Conrail in 1976, the L&HR continued to function as a bankrupt corporate estate under trustee John G. Troiano and former president Gif Moore. The estate held an auction of office furniture and other memorabilia at Warwick on September 11, 1982, after securing all the historic paperwork and having it donated to the Orange Community College in nearby Middletown, N.Y. In 1984 the L&HR officially closed its doors in the black," repaying its creditors at 100 cents on the dollar. The Lehigh & Hudson River Railroad passed into the history books with honor.

The Susquehanna Factor

Conrail had becoming more and more paranoid about another railroad invading its monopoly and pressed a program of aggressively abandoning and dismantling potentially viable routes that might be acquired by a competitor. The Delaware & Hudson had already become a major regional threat by the route expansion it had been granted as a condition of the Conrail merger. Tearing up the Franklin-Warwick link in 1979 was the first step in the ultimate fate of the L&HR — but Fate turned out to have a wicked sense of humor.

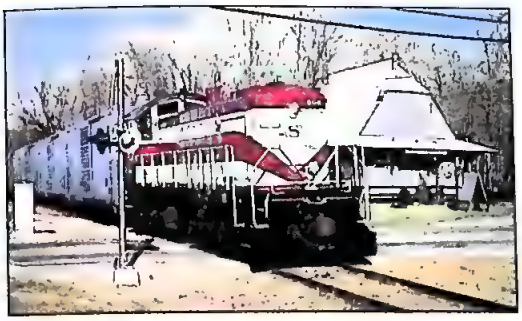
On May 29, 1980, a Federal judge had ordered the sale of the derelict New York, Susquehanna & Western in New Jersey to the Delaware-Otsego Corporation of Cooperstown, N.Y., owned by short line entrepreneur and unabashed railfan Walter Rich. On April 8, 1982, he cut a deal with Conrail to acquire 177.4 miles of track in New York and New Jersey, including the former-DL&W Syracuse and Utica branches north of Binghamton, N.Y., and the abandoned segment of the L&HR between Franklin and Warwick. These were all incorporated under the NYS&W banner. As part of the deal, Walter got a legally complex agreement to haul traffic between his "Northern Division" out of Binghamton and the NYS&W

***SUSQUEHANNA RS1 252** was in charge of a train north of Franklin, New Jersey, on the old L&HR in May 1986 **(above right)**. Steam came to the L&HR in the form of Susquehanna's Chinese-built 2-8-2, pulling an excursion at Baird's Farm south of Warwick, New York, in July 1994 **(right)**. Who would imagine a stack train on the L&HR? The NYS&W brought some of the longest trains to ever run on the line as evidenced by a quartet of former Burlington Northern SD45s and a Susquehanna F45 heading south out of Maybrook in February 1987 **(below)**.*



TRACY N. ANTZ

AT SPARTA JUNCTION *a new connection was built allowing Susquehanna trains from Little Ferry to leave their own rails and head north on the former L&HR to access the outside world via Conrail at Warwick, New York. CSX Dash8-40CW 7743 leads a westbound onto L&HR rails on July 15, 1999 (**left**). Since the Conrail break-up, trains from CSX have been using the Susquehanna to relieve congestion on the West Shore, CSX's line into northern New Jersey along the Hudson River.*



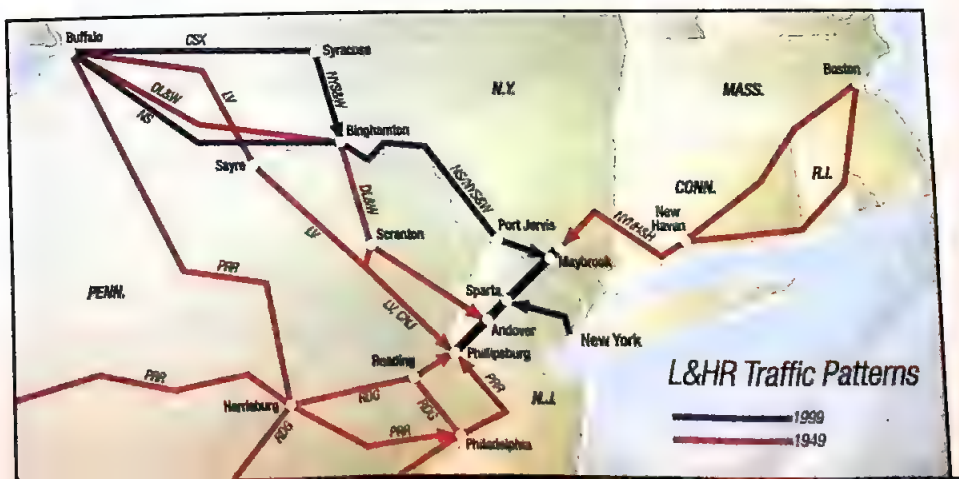
THE FIRST NYS&W TRAIN *on the former L&HR is passing the station at Vernon, New Jersey, on March 26, 1985. Alco S2 206 has the honors of powering the historic train.*

The Lehigh & Hudson River Railway in the post-Conrail world

Not all lines are shown

OWNER/TENANT (PREVIOUS OWNER/TENANT)

- L&HR in service, 1999
- L&HR abandoned, 1999
- Other RRs in service, 1999
- Other RRs abandoned, 1999



"Southern Division" in New Jersey over Conrail's former-Erie main line.

Conrail hadn't a clue that it had just opened the door to its worst nightmare. And the L&HR would be right in the middle of it.

Conrail ceased operation of the L&HR when the Ogdensburg zinc mine shut down in the early 1980s, but Sussex County purchased the trackage through its portion of northwestern New Jersey in anticipation of a long-term sale to the NYS&W. On March 26, 1985, the Susquehanna resumed operation of the line between Warwick and Sparta Junction with Alco S2 switcher 206, recently restored to its 1942 maroon and silver livery. The only customer on the line at that time was the Eastern Propane distributor at Sparta Junction, where the intact-but-embargoed NYS&W crossed the L&HR.

Since Warren County, through which the L&HR passed below Andover, was not interested in buying its segment of the railroad, Conrail officially abandoned the L&HR between Sparta Junction and Belvedere, on the Delaware River, and shortly thereafter began ripping up the track, secure in the conviction that it had forever crippled the L&HR as a potential competitor.

SD45s and stack trains

What happened next will go down as one of the greatest David-and-Goliath stories in railroading. In 1980 the Sea-Land corporation had begun coordinating container ships from the Orient with double-stack container trains across the U.S. From Long Beach, California, and Tacoma, Washington. With its business expanding rapidly, Sea-Land wanted a container port in the New York area, where Conrail now held an absolute monopoly on inbound routes. Sea-Land wanted to build its own terminal facility, but Conrail wanted it to use a portion of the old Erie yard at Croxton, which it had just expanded at considerable expense. Sea-Land persisted in seeking its own facility, and Conrail decided to simply wait them out, sure that Sea-Land would be forced to come around to Conrail's way of thinking.

Enter Walter Rich. He offered Sea-Land the sprawling property that had been the old NYS&W yard in Little Ferry, N.J., which was a perfect strategic location for the container facility. He would sell the property if Sea-Land would agree to route its stack trains over his railroad for at least five years. Buried in the NYS&W's contract with Conrail when it bought the Northern Division lines were trackage rights between Binghamton and the NYS&W Southern Division in New Jersey. By linking up with the D&H from Binghamton to Buffalo and the Chessie System (B&O) to Chicago, the NYS&W could set up a main line container route that would cut Conrail out completely — all while using Conrail's own track from New Jersey to Binghamton!

On August 4, 1985, the first stack train arrived at Binghamton off the D&H and was handed over to the NYS&W — derailing twice in the Binghamton yard in the process when a very irritated Conrail refused to let them swap motive power on the main line. In spite of their hostile host, the Susquehanna stack trains were soon rolling almost daily between Binghamton and Little Ferry behind an impressive fleet of "yellow jacket" Alco Century 430s purchased by the NYS&W for main line service. In January 1986 the NYS&W picked up the first of what would become a substantial fleet of former-Burlington Northern SD45s. Meanwhile on the L&HR, the propane business began to grow, and a yellow jacket RS1 and a caboose were assigned to Sparta Junction.

Completely fed up with Walter Rich and his nonsense, Conrail took a big gamble on April 1, 1986, to force his hand. As part of the legalities of the haulage contract, Conrail could break the deal and demand a higher rate structure reflecting the true value of the stack train business. By doing this, however, the NYS&W could initiate true legal trackage rights between Binghamton and the "nearest" NYS&W connection, which was at Warwick on the former L&HR, not at Passaic Junction in New Jersey (just west of Little Ferry, where the old Erie crossed the original NYS&W) where the stack trains were presently being handed over. The NYS&W hadn't seen a through train on that route since 1968, and Conrail figured that restoring the line would be beyond the NYS&W's capacities.

In the spring of 1986, however, just abut the time Conrail played its hand, arch rival CSX made a bid to buy Sea-Land, which was approved in February 1987. Now with CSX money and equipment behind it, the NYS&W began a massive program to reopen the old Susquehanna out to Sparta Junction and upgrade the L&HR from there north to Warwick. The first coast-to-coast double stacker came down the L&HR and onto the NYS&W on October 19, 1986.

Since there had never been an NYS&W westbound to L&HR northbound wye at Sparta Junction, a new connection was completed in January 1987 to permit the direct move, although the trains still had to perform a tedious end-for-end reverse movement at the west end of the old Maybrook Yard to get over to the old Erie main at Campbell Hall, N.Y. The L&HR routing had a few problems getting adjusted to big heavy trains again, and a few stack trains had some unfortunate derailments before the bugs were worked out, but it didn't take long for things to settle down to an average routine of one stack train each way a day every week.

Operations were speeded up considerably when the new connection between the Erie at Campbell Hall and the L&HR south of Maybrook was completed in the spring of 1988, creating Conrail's "Hudson Junction" and permitting a direct flow between the two lines, eliminating the back-up move at Maybrook. The line from Campbell Hall to Warwick, however, remained under Conrail ownership and operation, and Conrail continued to serve the shippers in Warwick. The NYS&W did not even have access to the remnant of the Warwick yard for run-around moves, since its track ended at Pelton Road, just beyond the yard's south switch. This was, however, of minor inconvenience in normal through-train operation.

On June 12, 1988, the NYS&W suddenly found itself running the entire Delaware & Hudson Railroad on a directed service order following Guilford's bankrupting the company. Chaos reined for the next year or so as CSX backed the purchase of 20 NYS&W Dash 8-40Bs and D&H and run-through power, including a colorful variety of lease fleet units, flowed on the D&H and L&HR lines. The D&H was purchased by Canadian Pacific in 1990, and red CP and Soo Line units began showing up on the L&HR stack trains.

Steam even returned to the L&HR in 1992 when the NYS&W purchased a Chinese-built SY-class 2-8-2 from the Valley Railroad in Essex, Conn., after having its own just-built NYS&W 141 lost at sea when the freighter carrying it from China sunk in the Bay of Bengal. The new NYS&W 142 soon

TWO PHOTOS, TRACY N. ANTZ

NORFOLK SOUTHERN *took over the north and south ends of the L&HR on June 1, 1999, as part of its share of the Conrail breakup. On May 27, 1999, GP40-2 3294 leads the last Conrail train into Warwick, New York, past the former L&HR office building* ***(above)****. The following day, "PRR" GP40-2 5314 (note the white panel under the cab) leads the final Conrail train into Phillipsburg, New Jersey* ***(below)****.*

*THE DIFFERENCE BETWEEN the L&HR and eventual successor NYS&W is evidenced by the motive power each used. Susquehanna's stack trains roll behind SD70M's such as the 4052 at Baird's Lane rolling east on the Susquehanna (but west on the L&HR!) in July 1995 (**above**). Large NYS&W power includes SD45s, an F45 and a quartet of Dash 8-40B's. Over a year into the ConRail era, L&HR C420 21 (Alco's first of that model) was at the same location in October 1977 (**left**).*

became an annual visitor to the former L&HR rails. In 1995 the steam engine was joined by a pair of ex-BN/CB&Q E9s painted in the NYS&W's passenger colors" of a PRR-like maroon and gold for occasional ventures over the L&HR on excursions and inspection trains.

Conrail on the south end

While the Susquehanna was making drastic changes on the north end of the old L&HR, Conrail continued to operate the south end from Belvidere to Phillipsburg, N.J., with traffic for a huge new grain complex at Martin's Creek and two coal-fired power plants on the Pennsylvania side. From G Tower at Belvidere, the L&HR had used the tracks of the PRR's "Bel-Del" line to reach the final twelve miles to Phillipsburg, and the Bel-Del crossed the river in two places to extend into Pennsylvania, tapping the former-DL&W "Bangor & Portland" lines. With jobs working out of Allentown, the former-L&HR Hudson Yard at Phillipsburg became the focal point of the local operations on the Bel-Del, and Conrail locals, grains trains and coal trains continued to tread the dozen miles used by the L&HR. The Belvidere & Delaware River Railway began operation of the Bel-Del south of Phillipsburg in 1995, and it is now common to see a short line Geep parked at Hudson Yard.

With the demise of Conrail in 1999 and its split-up between NS and CSX, both remaining segments of the L&HR have become part of Norfolk Southern. The last Conrail train to run the north end from Campbell Hall to Warwick was local WACH-03 on May 27, 1999. In an interesting twist, prior to the split, Conrail locomotives were being lettered PRR for NS-bound units and NYC for those destined for CSX. The last Conrail WPAL-16 local to work the south end on May 28, 1999, had "PRR" 5314 and 2931. The L&HR was long gone, but the Pennsy had returned to Hudson Yard!

And what of the Susquehanna? For the time being it is continuing as an independent entity, jointly owned by NS, CSX and Walter Rich. With NS wanting to route more traffic over the old Erie line, however, the L&HR is presently being upgraded again to carry even heavier traffic. To avoid congestion among the passenger trains on NJ Transit, NS is considering running its eastbound stack trains via the NYS&W/L&HR and the westbounds on the old Erie.

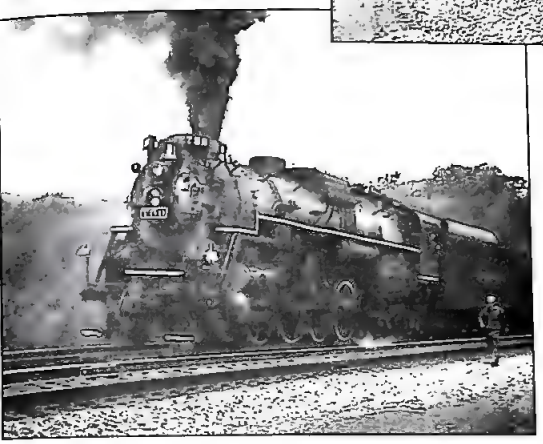
So did the L&HR survive the last 25 years? As I say, it depends on how you define "survive."

MENTION NEW HAVEN commuter trains, and you can still think of Danbury, Connecticut, where Howard Pincus photographed n RDC at the depot at night in 1970 and became the first person to submit material to the new RAILFAN magazine. Danbury over the next few years became famous as home terminal for the ConnDOT FL9s in the revived New Haven livery, shown on the 2023 on another night in September 1986.

SPEAKING OF FIRSTS, that very first GP7, Chicago & North Western 1518, that was shown working Butler, Wisconsin, in 1971 to wrap up the first PHOTO LINE, is now property of the Illinois Railway Museum, where it posed for a night photo session with Milwaukee Road E9 37A in September 1987. As predicted in that first caption, the 1518 was rebuilt with a chopped nose and renumbered, but it was restored to high nose by the C&NW and repainted before being donated to the museum.

ALL PHOTOS: J.M BOYD

Photo Line

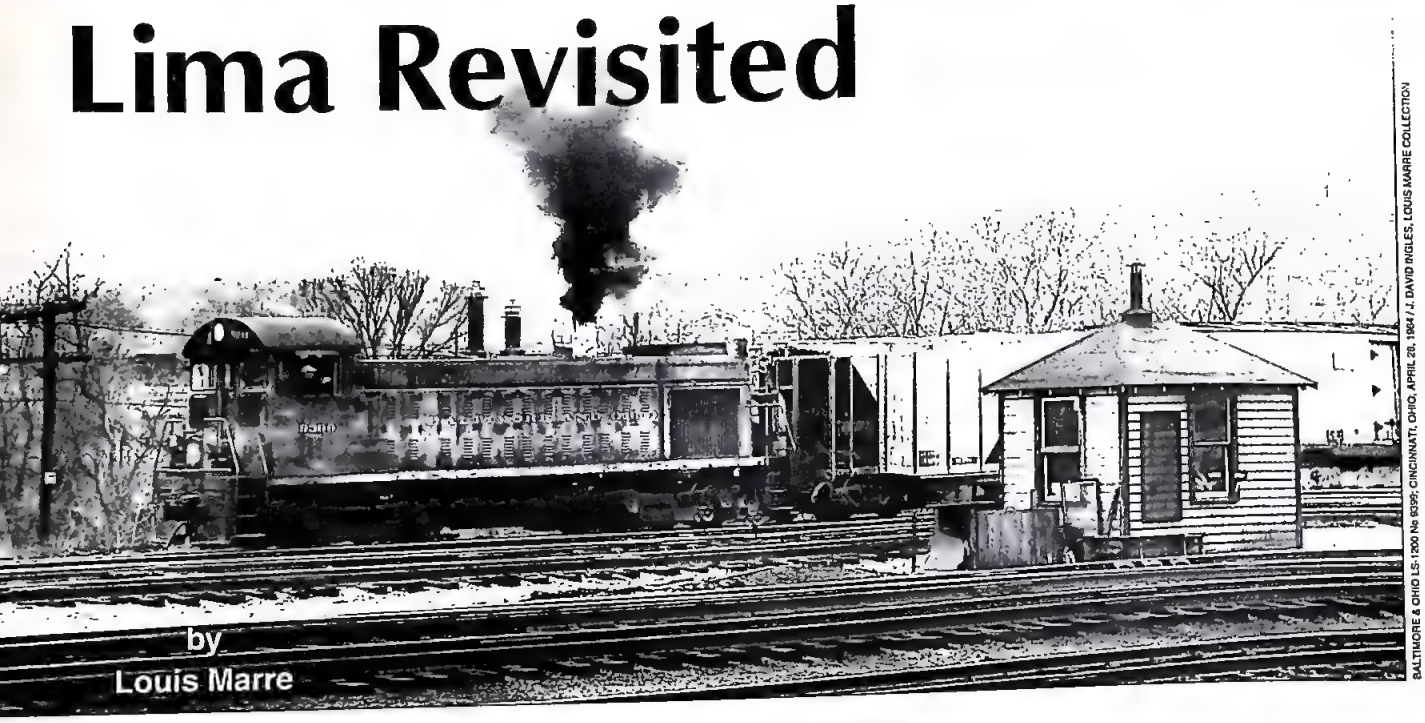


JIM THORPE, Pennsylvania, was featured in the very first PHOTO LINE picture of a CNJ ex-Wabash F-unit in the snow. The same year that RAILFAN was created, that magnificent century-old passenger station had already become a museum and the home for a tourist railroad, operating as Steam Tours, Incorporated. In June 1974 George Hart's ex-Canadian Pacific 4-6-0 972 was handling the regular passenger duties (**below**). Now 25 years later, Jim Thorpe is home to an extensive museum with historic diesels, an incredible collection of cabooses and a dinner train.

IF SHEER WILL POWER could have kept a railroad alive, it sure worked for the former Delaware, Lackawanna & Western main line over Pocono Summit, where the centerspread of the first RAILFAN featured the "cover story" of Nickel Plate 2-8-4 759 stalling at Devil's Hole Curve while climbing the 1.7% grade westbound between Stroudsburg and Mount Pocono, Pennsylvania, on a June 22, 1973, High Iron Company fan trip from Hoboken, New Jersey, to Scranton (**above**). Publisher Hal Carstens looks back from the window just above the 1158 car number after having taken the shot that would become the first cover of RAILFAN (**top**).

Lima Revisited

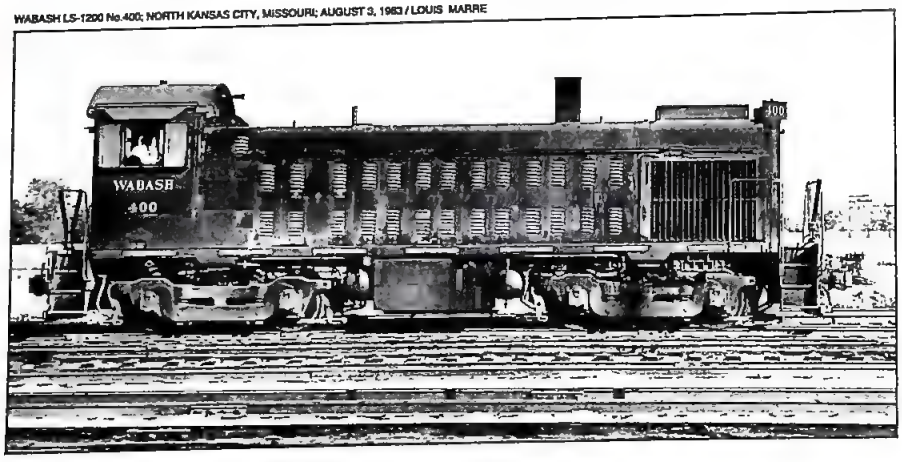
by
Louis Marre



BALTIMORE & OHIO LS-1200 No 6399; CINCINNATI, OHIO, APRIL 28, 1964 / J. DAVID INGLES, LOUIS MARRE COLLECTION

WHICH OF THE TWO PIECES *of Baltimore & Ohio property in the photo* ***above*** *is burning coal? It's the shanty on the right. The last Lima purchased by the B&O is doing its famous 0-8-0 impression on the left, but is burning diesel fuel . . . lots of it.*

WABASH LS-1200 No.400; NORTH KANSAS CITY, MISSOURI; AUGUST 3, 1963 / LOUIS MARRE



FORMER DEMONSTRATOR 1002, *sold to the Wabash as its 400, was the last Lima to work for its owner in its pristine state. Repowering with Alco 244-series diesels from traded-in FA's stopped with two units to go, and 400 had the honor to remain in service longest with its Hamilton engine still chugging. Here, it has business to conduct and rolls past in reverse in September 1963* ***(left)****. The Hamilton chug was stilled forever four years later.*

THE QUEEN CITY *once boasted a collection of Lima power unequalled in the country. Four 750-h.p. switchers busied themselves in Cincinnati Union Terminal. The first of these is pausing for a smoke under the Western Hills Viaduct at the CUT enginehouse in 1956* ***(below)****. Hamilton engines smoked — at work or at rest — no matter what was done to them. It was not just the turbocharger lag smoke of an Alco; it was systemic, and nobody really found a cure.*

H.H. PROCTOR, LOUIS MARRE COLLECTION

CINCINNATI UNION TERMINAL LS-750 No.20; CINCINNATI, OHIO; APRIL 7, 1956

THOUGH EDITORIAL REQUESTS for an article must be given all due respect, the call from RAILFAN & RAILROAD asking for a reprise of the Lima survey in Volume 1 No.1 provokes an acute attack of melancholy. There is not much that can be said about Lima's diesels in the 25-year interim except that they have become extinct save for museums. Their home was, in fact, demolished last year when the remaining buildings at Lima, Ohio, were levelled. It makes a nice sort of meadow at present.

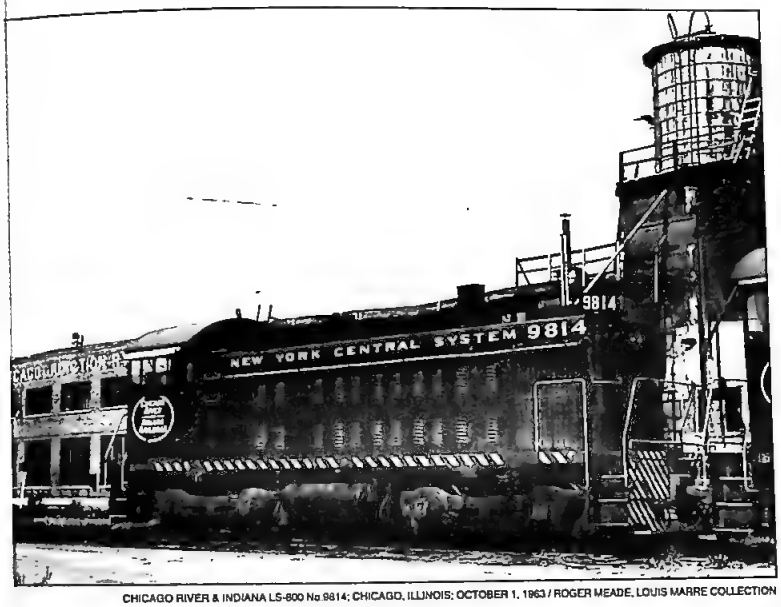
About all I can do in response to the kind offer of space in the commemorative issue is to share with our readers a gallery of my favorite Lima photos, much mellowed over the intervening quarter century. Diamdonds are forever — unless we refer to the famous bronze diamond which signified "LIMA" to the world.

THE CHICAGO RIVER & INDIANA *went into Lima 800-h.p. switchers in a big way, getting 21 of the 23 built — and Rock Island's two frequently interchanged with CR&I in a sort of family reunion. The Chicago Junction Shop is a Lima stronghold in this scene of October 1963 (**below**), but there is more handwriting on the wall than the sign on the building. Parent New York Central pulled the plug on the Lima kingdom three months later, and all were scrapped in the follwoing year. For now, the black paint is shiny, the CR&I herald gleams in the sun, and Hamiltons are heard through the land.*

PENNSYLVANIA LT-2400 No 8949 MINGO JUNCTION, OHIO, JULY 21, 1956

PAUL B. DUNN, LOUIS MARRE COLLECTION

PENNSYLVANIA *went for the big ones — a pair of LS-1200 hoods on a long flatcar with a cab in the middle. Paul Dunn was a Zanesville bus driver who must have stranded his passengers for a few minutes while he recorded the visit of a Brontosaurus on wheels to his bailiwick (**above**). This was local road switcher power, Pennsy style, circa 1957.*



CHICAGO RIVER & INDIANA LS-600 No 9814; CHICAGO, ILLINOIS; OCTOBER 1, 1963 / ROGER MEADE, LOUIS MARRE COLLECTION

MY OWN SHOT *of three Lima road switchers struggling through Ivorydale with a transfer from the L&N at DeCoursey, Kentucky, is my all-time favorite of Limas in action (**below**). Furious smoke was a Hamilton engine trademark, and a veritable pillar of cloud, not to mention a haze of sand at track level, punctuates the 10-m.p.h. crawl of this train past the Proctor & Gamble complex which gave Ivorydale its name — and aroma. The engineer is studying the ground, marking whether or not he is still actually making any progress, as these three 1200-h.p. units are very much over their tonnage rating. Whatever the shortcomings of the prime mover, Limas were relied upon for rugged electrical systems — they can handle the job.*

NEW YORK CENTRAL LRS-12 No.6213; IVORYDALE (CINCINNATI), OHIO; DECEMBER 11, 1965 / LOUIS MARRE

Railfanning CALIFORNIA ZEPHYR Style

by Curtis R. Katz

IMAGINE A RAILFANNING experience in which you rack up 10,000 miles of rail travel every month, enabling you to witness the rail raceways of granger country, mighty mountain railroading in the Rockies, Wasatch and Sierra, commuter and transit action against the splendid panorama of the Golden Gate! Roll this all together and you have. . . Railfanning *California Zephyr* Style. Oh, did I mention that the experience occasionally includes untoward delays, faulty air conditioning, erupting toilets, and other minor cataclysms? And, oh yes, there's the responsibility for hundreds of . . . passengers. But these inconveniences are more than outweighed by the happy fact that your tax dollars are paying me to enjoy this experience as an Amtrak attendant on Trains Nos.5 and 6.

Hey, stop that grumbling! Your taxes could be doing far worse, buying stuff nobody really wants, like tobacco subsidies and atomic bombs. How much better that you are helping to support that uniquely American right, the pursuit of happiness?

Now that you feel properly grateful to be subsidizing my "pursuit," the least I can do is share with you some of the fun.

Amtrak has spared no effort in seeing to my railfanning needs, even when it comes to layovers. By some fit of nostalgia, for years the *Zephyr* crews were billeted at an Oakland motel across Third Avenue from the former Western Pacific station where the original CZ called for over 20 years. When the Third Avenue rails grew silent and were finally paved over, Amtrak obligingly moved us to a motel at Jack London Square facing the Embarcadero, down which parades a steady stream of not only Union Pacific freights, but Amtrak and CalTrans passenger trains as well. Strangely, it seems most Amtrak employees would just as soon not listen to the railroad all night during their layovers, and by popular demand Amtrak is seeking us other lodgings in the Bay Area.

Sometimes, we are given the opportunity to inspect parts of our route more closely. For instance, earlier this year I got to examine the rail facilities at Fort Morgan, Colorado, for 20 hours. This was occasioned by a freight derailment near Keensburg that reportedly involved a toxic chemical spill. The "toxic chemical" turned out to be two tank cars full of molasses, which I suppose *is* potentially toxic, if moistened, mixed with grain and taken internally. A year or two ago, we were afforded an aerial inspection of the Burlington Northern line from Omaha to Denver. Of course, this too was occasioned by a freight derailment. Actually, the passengers were bussed from Omaha to Denver, while the crew flew. Pop quiz: Guess who got to Denver first. (Hint: Remember, this is Amtrak.)

Denver is home to many railfans I have befriended over the years, and more often than not one or more will come brighten my trip with a visit during the *Zephyr*'s long service stop at Denver Union Station. First and most stalwart of this Mile-High Mob is Denver Dave, a friend for over 15 years. Dave's passion for trains is equaled only by his passion for baseball; one can imagine his euphoria when Denver finally fielded a major league ball club and made them neighbors of the train station. But long before there were the Colorado Rockies and Coors Field, there was baseball at Denver Union Station.

Having taught me how to ski at Winter Park, Denver Dave was next determined to make a ball player out of me, and the *Zephyr*'s hour on the platform at Denver was our training camp. I must have seemed woefully unpromising clay, having never learned even the primordial rudiments of the game: Throwing . . . catching. Our remedial games of catch soon became an institution with the train crews and station personnel at Denver. To preserve windows and passengers from the ravages of my undisciplined throwing arm, Coach Dave provided us a plastic wiffle ball. With this, the danger to passengers was minimized, but the wiffle ball was frequently imperiled. It had a perverse way of getting under the train. Often it could be retrieved with a broomstick, but sometimes its retrieval had to wait until after the train had departed, in which case I would next see the seemingly indestructible wiffle ball in my mailbox at home, or on my next trip through Denver. At least once as we were pulling out, Dave was able to toss the errant sphere to the rear brakeman, who then announced over the train's public address system that I should report to the rear car to fetch my ball. My passengers' response shall be left to the reader's hopefully merciful imagination.

Baseball has continued to enliven the scene around Denver Union Station . . . even after the opening of Coors Field. Night games at the new ball park are sometimes followed by a fireworks display, launched just within the fence that separates the railroad from the centerfield parking lot. One night our

ture from Denver was delayed 20 minutes by the fire-... Far from being annoyed, the multitudes who had just entertained at Denver tumbled back out onto the platform to enjoy the thunderous show. I would love to have seen the conductor's delay report on this one: "20 min. @ DEN account mortar fire and explosives beside right-of-way."

Emergency in Denver

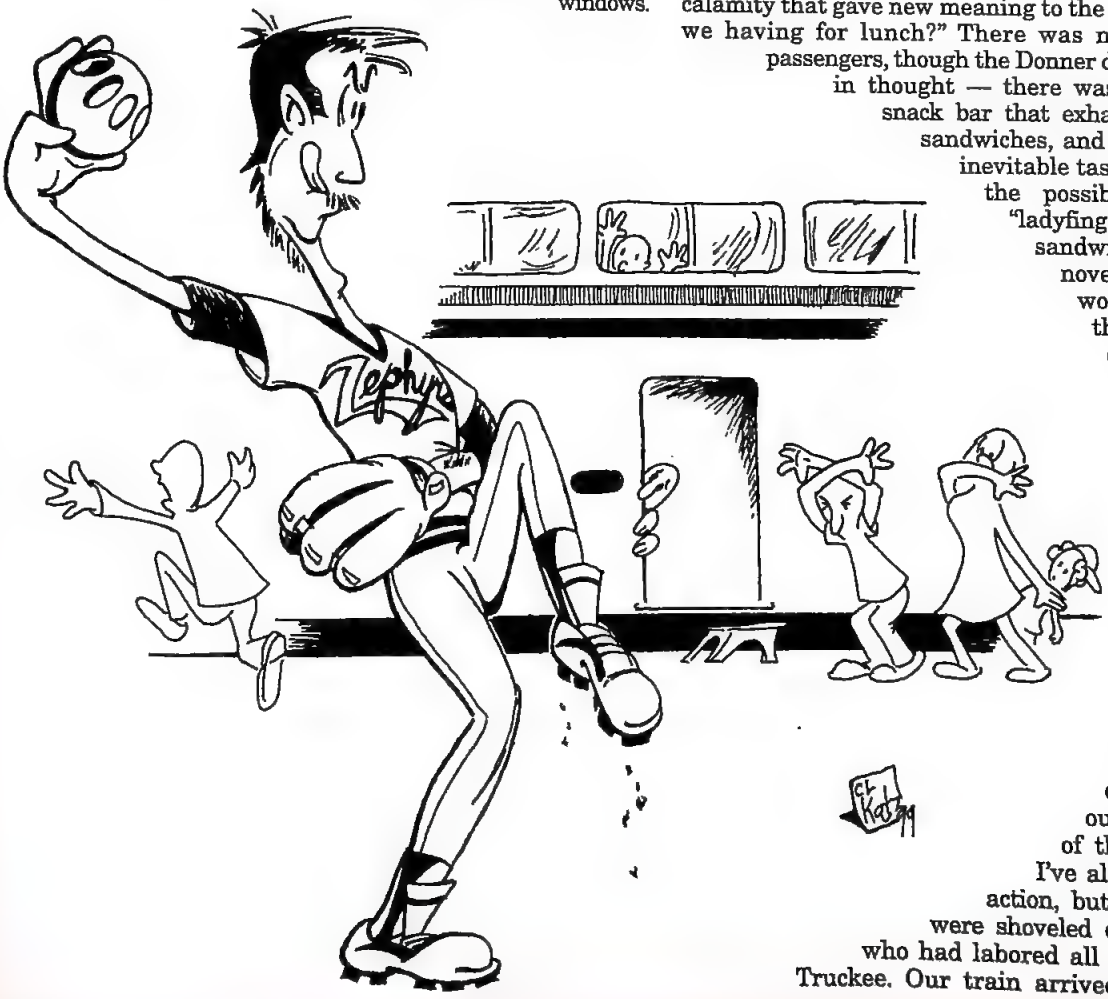
The mention of things flammable calls to thought another of my Denver railfriends, Lt. Eric Sondeen of the Littleton Fire Department. Eric has managed to parlay his profession and his railroad hobby into a highly beneficial liaison between the railroads, Operation Lifesaver and Colorado's "first responders" (firefighters, police, paramedics, etc.), to educate the latter group in how to handle railroad emergencies that may befall their communities. I have been privileged to represent the *California Zephyr* crews in a couple of these First Responder classes that Eric has helped organize. During one of those classes, No.5 rolled into Denver with an actual onboard emergency of sorts — an elderly passenger couldn't get downstairs to detrain from his Superliner sleeper because his artificial hip had popped out of place. His extremity was timely — upstairs in Denver Union Station was a room filled with dozens of police and fire & rescue people from all over Colorado, and elsewhere on the property was a Denver Fire Department ladder truck loaned to be used later that day for a "practical" in evacuating passengers through upstairs Superliner windows.

Suddenly the "practical" became very practical indeed. A TV news camera crew even showed up, lending authenticity to the "emergency" scene. I'll bet that passenger will never again even *think* that cliché about the police never being around when you need them.

Another of the Mile-High Mob, Rob Jr., seemed so enamored of my vagabond life that he left home, hearth and his visits at Denver Union Station to work for *American Orient Express,* and then for Talgo in Seattle. Often some passenger will tell me, "Oh, I've seen Chicago — I've been through O'Hare." By the same token, and Rob's good grace, I have "ridden" the *American Orient Express.* Rob once let me accompany him from Chicago to exotic Naperville on an *AOE* car deadheading to Denver behind the *CZ.* Amid the car's luxurious appointments, we dined on fare fit for a [Burger] King. To complete my proletarian luxury train experience, I returned home to Chicago on a Metra dinky.

California flakes . . .

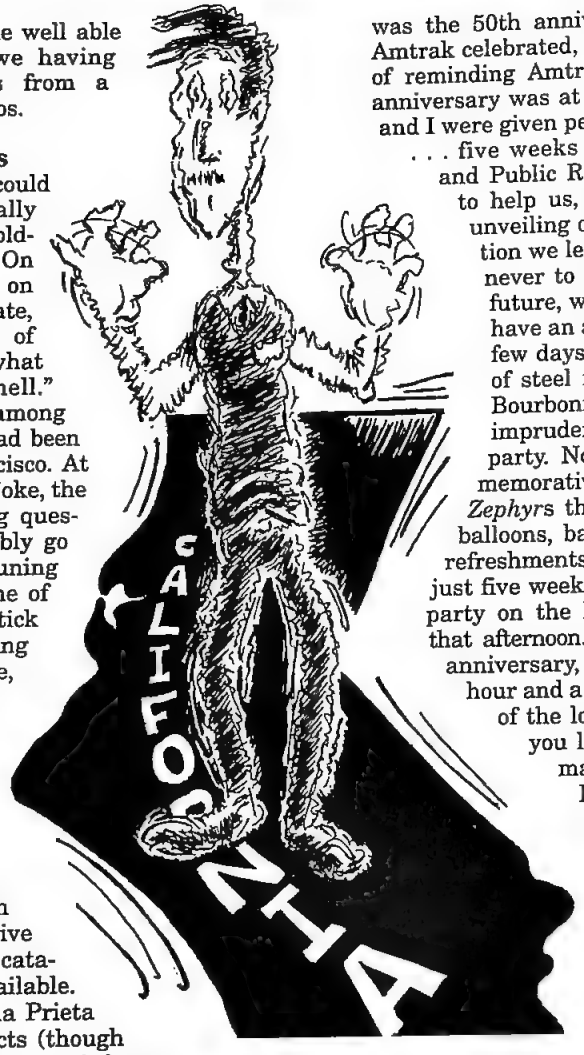
But while Colorado and its mountains, canyons, aspens and railfans are essential to the *Zephyr* experience, it is, after all, the ***California*** *Zephyr.* And when one speaks of California, one naturally thinks of . . . snow. At least I do. All right, maybe most folks associate snow with Colorado, but the only time I was ever marooned in a snowstorm was on the summit ridge of the California Sierra. I and 400 other people — mostly senior citizens eastbound for Reno — were aboard No.6 stuck in a snow drift between Yuba Gap, where the *City of San Francisco* became trapped for four days in 1952, and Donner Pass, site of the pioneer calamity that gave new meaning to the expression, "Who are we having for lunch?" There was no panic among the passengers, though the Donner disaster was obviously in thought — there was a brief run on the snack bar that exhausted the supply of sandwiches, and I had to endure the inevitable tasteless remarks about the possibility of dining on "ladyfingers" or "knuckle sandwiches." But after the novelty of the situation wore off, we turned off the lights, and most everyone went to sleep. The snow came up to the rim of the downstairs vestibule windows, and some ingenious children on my car opened and reached through a window to make small snowmen, providing them with signs to greet our rescuers. My scanner crackled with the exciting prospect of our being rescued by one of the big rotaries, which I've always wanted to see in action, but after seven hours we were shoveled out by a flanger crew who had labored all night up the hill from Truckee. Our train arrived at Reno in time for



breakfast and with everyone well able to afford a hearty one, we having preserved our passengers from a profligate night in the casinos.

. . . and California quakes

But seriously folks, what could be more characteristically Californian than a good old-fashioned earthquake? On October 17, 1989, I was on No.5, over five hours late, descending the west slope of the Sierra on the last leg of what had been a "trip from hell." Suddenly a rumor rippled among the passengers that there had been an earthquake in San Francisco. At first we assumed this was a joke, the answer to the long-suffering question, "What else could possibly go wrong?" But passengers tuning their radios to the first game of the World Series at Candlestick Park were instead hearing reports of a severe earthquake, and soon the rumors were alarming — San Francisco in flames, the Bay Bridge destroyed, looters rampant in Oakland! To forestall panic, the conductor borrowed a radio from a passenger and, via the public address system, began making frequent authoritative announcements about the catastrophe as news became available. This, of course, was the Loma Prieta earthquake, and once the facts (though not so sensational as the rumors) became known, I never saw a trainload of passengers so suddenly grateful to be late! Had we been on time, we would have arrived Oakland but an hour before the quake . . .



The jolt had been felt as far east as Reno, and the Southern Pacific, obviously concerned about possible damage to its right-of-way, ordered a system-wide speed restriction of 25 miles per hour. Tediously we followed track inspectors in speeders and hi-rail trucks all the way to Sacramento, where the train was terminated around 10:00 p.m., about nine hours late. Ahead lay the troublesome Benecia-Martinez drawbridge, which had not been inspected before nightfall. Common wisdom was that we would spend the night on the train. All airline flights to San Francisco and Oakland had been diverted to Sacramento, and there was supposedly not a hotel room to be had in that city. But fortune smiled upon us in the form of a man who just then entered the station to ask if Amtrak needed help accommodating passengers for the night, unaware that just outside were 200 people needing lodgings. The man represented a brand new Hyatt that had just opened across from the State Capitol, and his timely appearance resulted in our spending the night in the swankiest hotel I've ever stayed in, so new it still smelled of paint.

In the morning I was tempted to sneak a visit to the famous California State Railroad Museum near the station, and I now regret having not seized the opportunity, but we did not know just what the disposition of our train would be. As it turned out, we loaded what few passengers could be bussed in from the Bay Area, and left Sacramento eastbound that afternoon, hardly an hour late, thankful to be returning to terra that was firma.

Speaking of earth-shaking events, this past March 20th was the 50th anniversary of the *California Zephyr*, and Amtrak celebrated, almost in spite of itself. After two years of reminding Amtrak management in Chicago that this anniversary was at hand, dining car steward Del Williams and I were given permission and funding to "do *something*" . . . five weeks before the date. Amtrak's Marketing and Public Relations departments were unavailable to help us, being convulsed with the forthcoming unveiling of the *Acela* brand name. In this connection we learned that it had become Amtrak policy never to refer to the past, only the present and future, which raises the conundrum, how do you have an anniversary without a past? Then, just a few days before the 20th, some fool drove a load of steel in front of the *City of New Orleans* at Bourbonnais, Illinois, and it suddenly seemed imprudent for Amtrak to stage a public birthday party. Nonetheless, we quietly had small commemorative parties aboard all six *California Zephyrs* that were on the road March 20th, with balloons, banners, brochures, buttons, posters and refreshments, all breathlessly hastened into being in just five weeks. I happened to be on hand to host the party on the No.6 climbing Colorado's Western Slope that afternoon. Most passengers were unaware of the anniversary, but were eager to participate, and for an hour and a half I found myself trapped in the center of the lounge car dispensing cup cakes ("Would you like chocolate? Or vanilla?") while crewmates poured free soft drinks, and Diesel Dan Kuhn of the Utah D.O.T. gave a thorough guided tour of the Rio Grande Railroad. We even discovered an elderly passenger who had ridden the first *CZ* from Glenwood Springs to Denver. Like her fellow passengers, she was unaware this was the 50th anniversary of the *Zephyr*. But it turns out she had been equally unaware she was boarding the *first* CZ when she entrained at Glenwood on March 21, 1949. Her presence for *both* occasions seemed a sprightly miracle.

Roll on, *Zephyr!*

Indeed, it seems it was as miraculous to have a *California Zephyr* anniversary commemoration as it is to have a *California Zephyr* to commemorate. It is a sobering thought to consider that when RAILFAN Magazine debuted 25 years ago in 1974, the *California Zephyr* was but a memory. True, Amtrak had its *San Francisco Zephyr* crossing the high plains of Wyoming, and the Denver & Rio Grande Western still kept the faith with its "never-on-Wednesdays" *Rio Grande Zephyr*, but at that time the restoration of the route of the *California Zephyr* seemed as likely as the restoration of the Nixon presidency. But, Amtrak's official repudiation of history notwithstanding, the past does have its way of becoming prologue. In the quarter-century since RAILFAN first hit the stands, we have seen the return of *Star Wars*, the Volkswagen beetle, and even a presidential hopeful named George Bush. And, happily, we have also seen the return of the opportunity for railfanning *California Zephyr* style.

Thank you, taxpayers.

NS NORFOLK SOUTHERN

Kimball, Ohio: 1999
Photography by Brad McClelland

THE FIRST EDITION of RAILFAN & RAILROAD took a look at the changing face of railroading in Kimball, Ohio, through two features set 17 years apart. The first, Don Wood's "Kimball, Ohio: 1957" showed a busy segment of railroad, as Kimball was the crossing of the Nickel Plate's speedy main line, and Baltimore & Ohio's branch from Willard to Sandusky, Ohio. The accompanying photos featured a healthy dose of R&R's favored NKP Berkshires, it should be noted. "A mecca," Wood called Kimball. And with an operator on duty, a diamond crossing, interesting photo angles and plenty of traffic, who could argue?

"Kimball, Ohio: 1974" showed a somewhat different Kimball, with the depot moved back from the tracks and no longer in use by the railraods, and the lines now owned by Norfolk & Western (the still busy former NKP) and Chessie (the B&O branch, then down to one local train a day).

Now, in 1999, we return to Kimball, and more change is apparent. The B&O branch is gone, the diamond removed, and the old wooden depot sits forlorn and decaying. But the Nickel Plate lives on in the form of an old-style signal mast, not to mention the Norfolk Southern freights that still speed through town — these days with more frequency than ever — *G.F.*

TRAINS STILL ROLL THROUGH KIMBALL, OHIO, *on the old Nickel Plate. NS SD40-2 No.3230 rolls east with Train No.132 on August 15, 1999* ***(top).*** *The old depot, moved about a hundred yards from the tracks, slowly returns to the elements* ***(above).*** *The diamond and the B&O branch may be gone, but the NKP-style signals serve as a reminder of Kimball's heritage.*

Carstens BOOK DEPOT

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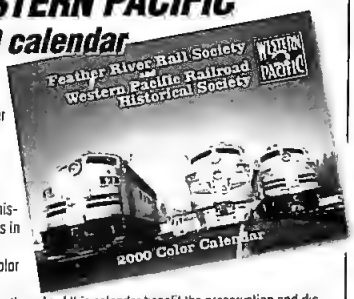

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On The Menu

by James D. Porterfield

In the Bistro

OPPORTUNITY KNOCKED. I had a recent Friday to kill in Portland, Oregon, before boarding Amtrak's *Empire Builder* at 4:40 p.m. for a run to Chicago. Browsing at Portland's beautiful Union Station, it occurred to me I had time to catch a ride on the new Amtrak *Cascades* at 8:45 a.m., take it as far as Centralia, Washington, then pick up the *Coast Starlight* at 11:53 a.m. for the return to Portland in mid-afternoon. The clincher? The *Cascades* has a nifty food-service car called simply "Bistro."

"Bistro," the dictionary here says, is French for "a small wine shop or restaurant where wine is served." If one considers the enterprising train crews of the mid-18th Century who increased their proceeds by converting baggage car space into a bar for the men riding their trains, the idea is as old as passenger railroading in America. Amtrak's Bistro bears no resemblance to that primitive concept.

JAMES D. PORTERFIELD

CROWDS GATHER at the lunch counter in the Amtrak *Cascades*' Bistro car. A dining area is located in the car with passage from an adjoining coach through to the dining room fully wheelchair accessible.

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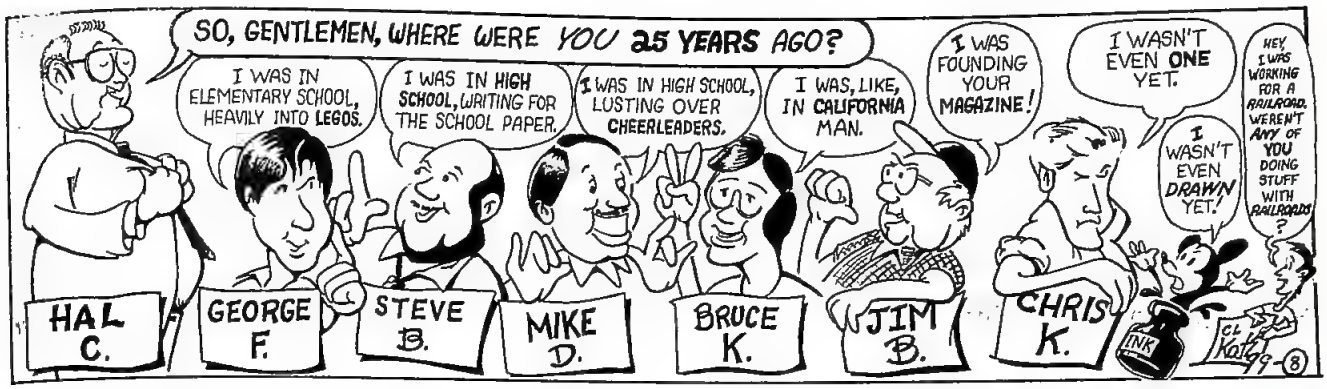
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Instead, you enter a brightly lit, spacious car with several cafe-style booths and a lunch counter facing eight backless stools mounted to the floor, chair-seat high. A short passage over the mutual truck of this articulated trainset takes you into a table car laid out in traditional dining car fashion.

There I encounter John Kukec, this morning's on-board chief. A pleasant man, John's enthusiasm for his train is immediately apparent. Giving me a quick tour (I did, after all, drop in on him unannounced), he says, "This train is the result of three years of tests." He points out the laptop outlets in coach seating, comments on the storage racks for snowboard and bikes and shows me where they load the on-board movies (headphones assure quiet for the non-viewer). John appears to take the most pride in the train's billing as one of the world's most wheelchair accessible trains. "You can move a wheelchair through the train," he says, "travel from coach through the Bistro to Business class, even slide into and out of seats specially designed for that purpose."

Guiding me back to the Bistro, he shows off the food service area. Behind a wall that separates passengers entering the car from the work space, there are two microwaves, two conventional ovens and floor-to-ceiling storage cabinets lining both sides of the aisle leading out behind the lunchcounter. "I must have seven refrigerators back here," he says.

As we talk, in the Bistro things are jumping. Every seat at the counter and in the booths is taken. A line has formed leading up to the end of the counter, where passengers can place take-out orders. Servers Alfonso Marsh and Robert Denton do the lunch counter equivalent of the "one step shuffle" — a practice of waiters in dining car pantries of old to avoid bumping into each

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

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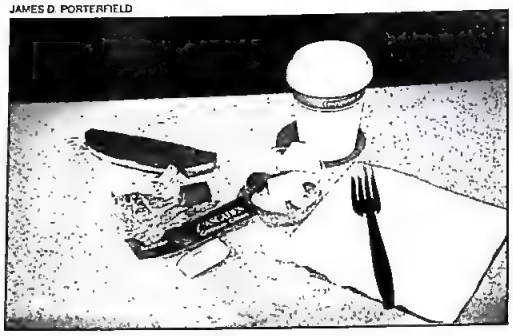

BUSINESS CLASS PASSENGERS riding on the Amtrak *Cascades* trains receive a complimentary array of fruit, biscotti, candy and coffee as part of the upgrade's ammenities.

other — to work in unison serving all manner of requests. A party atmosphere prevails as conversations break out among waiting passengers who only moments ago did not know one another.

Marsh and Denton serve good things to eat. At breakfast, perhaps a "Garden Scramble" that includes eggs, potatoes, fresh veggies and cheddar cheese; or "Snoqualmie Falls Oatmeal," a local specialty topped with brown sugar, sliced almonds, golden raisins and craisins and, of course, French Toast. For lunch, Ivar's Clam Chowder, Teriyaki Rice Bowl, or a BBQ Pork Appetizer can preceed a Mediterranean Wrap, Cobb Salad or The Stacker (a sandwich), on one menu. And for "dinner in the diner," you might find Honey-Lime Salmon, Beef Stroganoff, Southwestern Chicken Breast or Radiatore Giardinera, each with compatible side dishes and served with a salad, roll and dessert. Local specialties include fresh items from Mostly Muffins and Larry's Market and coffee from Caffe' Appassionato. At the bar, a regional "Wine-of-the-Month" selection, Seattle-brewed Red Hook Ale and Widmer Hefeweizen join traditional favorites.

Amtrak's *Cascades*, not to be confused with the earlier Talgo — "We did a mountain of market research before deciding on this service concept," says Amtrak West spokesperson Dominick Albano — was launched earlier this year. Albano emphasizes that *Cascades* is, as the brochure proclaims, "a new train for a new era." At this writing it runs three times each way daily between Eugene-Springfield, Oregon, and Seattle, Washington, and once each way daily between Seattle and Vancouver, British Columbia. The schedule accommodates everything from an impromptu railfan jaunt to being included in one's vacation itinerary. That number, again: 800/USA-RAIL.

Merchandise Updates

Among the merchandise being offered to commemorate the new Amtrak *Cascades* service are two "collectible" mugs. The first, a white ceramic "Picture Mug," features the J. Craig Thorpe painting depicting the Northern Cascades and surrounding rolling farm land, art commissioned to celebrate the launch of the train. The second is a green speckle-tone "Brakeman's Mug" with the distinctive Amtrak *Cascades* interpretive name/logo in gold on the side. Both hold 15

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New Dinner Train Planned

A new operation is planned for the Indian Head, Maryland, area, beginning next spring. The Northern Central Railway, operators of the *Liberty Limited* dinner train out of New Freedom, Pennsylvania, has been selected by the U. S. Navy to create and operate a dinner train between the Indian Head Division of the Naval Surface Warfare Center and White Plains, Maryland, on U.S. 301. The newly-created Indian Head Central Railway will operate a five-to-seven car train that includes two ex-Seaboard Air Line dining cars, an ex-SAL coach tavern and an ex-Atlantic Coast Line blunt-end observation car, beginning in spring 2000. The 28-mile round trip will traverse what everyone involved agrees is some of the most pristine and protected land of Charles County, Maryland, a picturesque and beautiful wetland. For information and to make reservations, for now contact the Northern Central Railway at 800/94-TRAIN.

Dinner Train Marketing Project

Note to existing and would-be dinner train operators: Penn State Altoona and the Railroad Passenger Car Alliance are conducting a market research project this fall to learn more about dinner train operations in North America. The results of the research will be the subject of a workshop at the annual RPCA meeting in Chicago in January 2000, and will go into the planning of a conference for dinner train operators to be offered by Penn State Altoona beginning in fall 2000. If your dinner train was not included in the *Annual Guide to Dinner Trains* in the June 1999, issue of R&R, or subsequent updates, contact Jim Porterfield (763 Cricklewood Drive, State College, PA 16803; telephone 814/238-7989) for more information.

Dinner Train Updates

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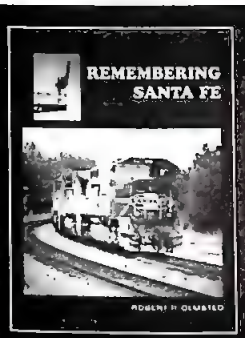

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Resurrection

by Louis R. Saillard

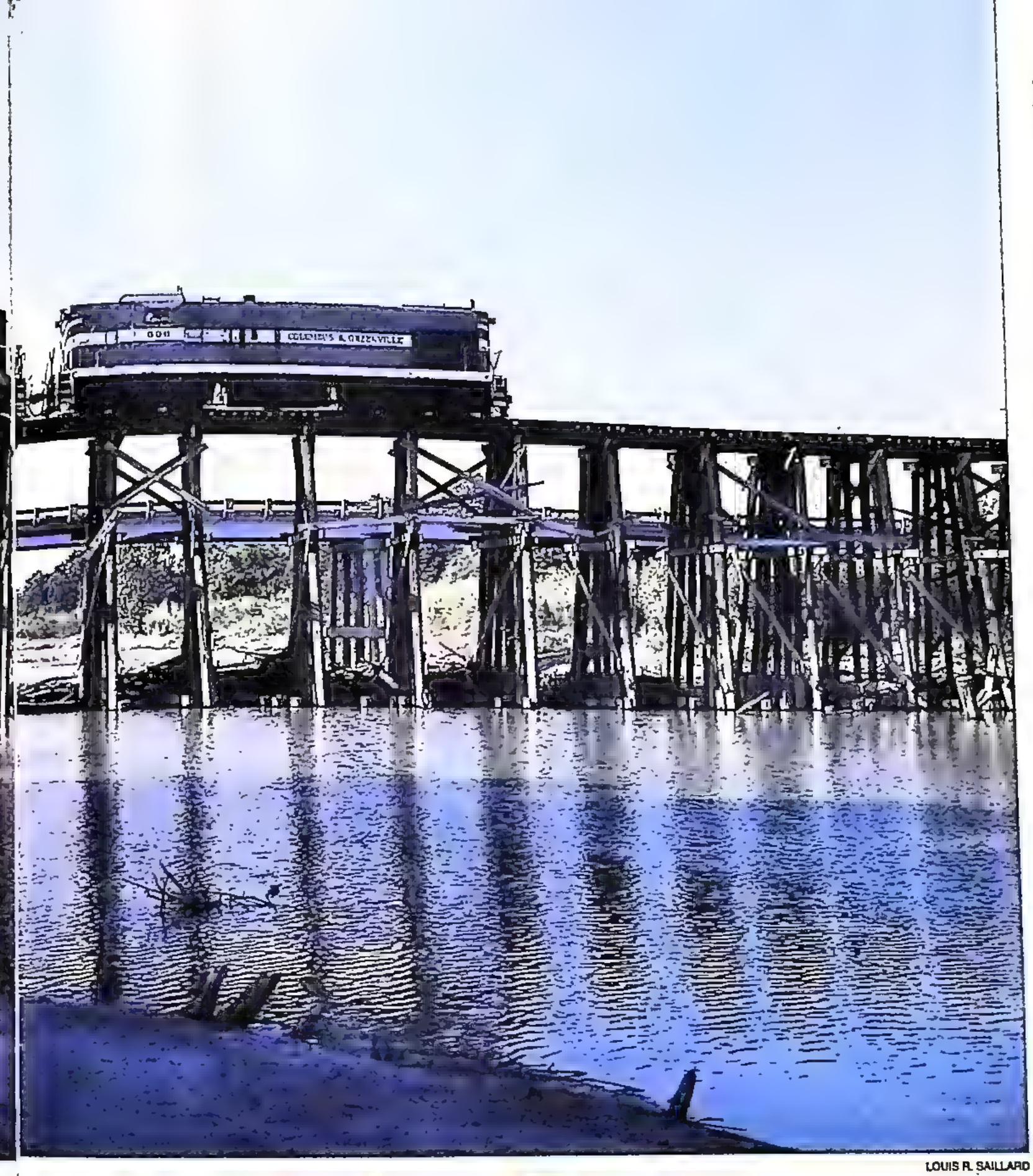
WHEN JIM BOYD photographed the veritable railroad museum at Columbus, Mississippi, for his article in the first issue of RAILFAN Magazine, the fading paint on the front of the 1908 brick machine shop read "Columbus & Greenville Ry. Co." The yard was cluttered with old C&G passenger cars that had been used in work service since passenger service ended in 1948. A remarkable collection of Baldwin road switchers, Whitcomb switch engines and EMD SW1s provided most of the motive power. The trailers of Brill motor cars built in 1928 languished in the weeds along with hundreds of 1920-vintage boxcars and a steam pile driver of undetermined age. Behind the roundhouse, a Rogers 4-6-0, built in August 1900 and retired in 1951, awaited movement to the local park. Only a modern pair of Columbus & Greenville SD28 road switchers built in 1965 seemed out of place on the locomotive ready track. More than one railfan noted that this was definitely a railroad museum, but it didn't charge admission.

But, when Boyd's story of the Columbus & Greenville Railway appeared in RAILFAN's first issue in 1974, a railroad of that name no longer existed. In 1968 the two largest railroads in Mississippi, the Illinois Central and the Gulf, Mobile & Ohio announced plans to merge. The C&G connected with the IC at six points and the GM&O at three. The loss of business to the 168-mile C&G was calculated at 14% or $232,000 a year, a huge loss for a small company that had been a marginal operation for years. The next year, C&G management petitioned the Interstate Commerce Commission to have the new Illinois Central Gulf Railroad buy the C&G as part of the merger agreement. Two other Mississippi short lines, the 44-mile Fernwood, Columbia & Gulf and the 26-mile Bonhomie & Hattiesburg Southern were faced with similar problems. Their proposed loss of business with the merger was 59%, and they too asked to become part of ICG.

The Illinois Central Gulf became a reality on August 10, 1972, and the C&G was purchased by the new company on September 29th. The two modern SD28s were hustled away to get larger fuel tanks, and were soon found on regular freights on the ICG main line. The Whitcomb switchers went to the ICG scrap line in Paducah, Kentucky, never to run again. The Baldwin road switchers operated from the old GM&O division point of Artesia, Mississippi, near Columbus, for a short time, where their many eccentricities were unappreciated. They soon returned to the old C&G. The C&G main line had been originally constructed with 60-pound rail and, while the company had begun replacing it with heavier rail in 1938, some 68 miles of the light rail still remained in 1972. The ICG's standard branch line locomotive, the "Paducah Geep," did not fare well on the C&G's light rail and uncertain tie structure. The old C&G Baldwins and EMD SW1s, however, were right at home on 60-pound rail, and would remain.

But the C&G's future with light rail, oddball locomotives and distant, disinterested management looked bad to most observers. After March 1973, it looked worse. The spring floods that year hit the Mississippi Delta with unusual force. The old C&G tracks were washed out in several locations, and ICG management decided not to make repairs. Instead, shipments on the C&G east-west line would be diverted onto other ICG lines and routed around the washouts. A grain elevator operator at West Point suddenly found that his shipments to Greenwood, which once took a single day, now took eleven days. The customers along the old C&G were not happy, and they would fight.

A meeting was held that June at the Wood Junior College at Mathiston, presided over by Sam Y. Wilhite of the East Mississippi Council, a local industrial development board. The 200 persons in attendance supported a resolution to see that ICG maintain through service over the old C&G main line. This resulted in formal complaints to the Mississippi Public Service Commission, which held hearings on October 25, 1973. The Commission found that ICG was "not now furnishing . . . reasonably adequate service on the old Columbus & Greenville line" and ordered a resumption of through service and an improvement in supplying empty cars for loading by on-line customers. Shortly thereafter, representatives of the ICG met with the East Mississippi Council and suggested that perhaps the old C&G customers could be



LOUIS R. SAILLARD

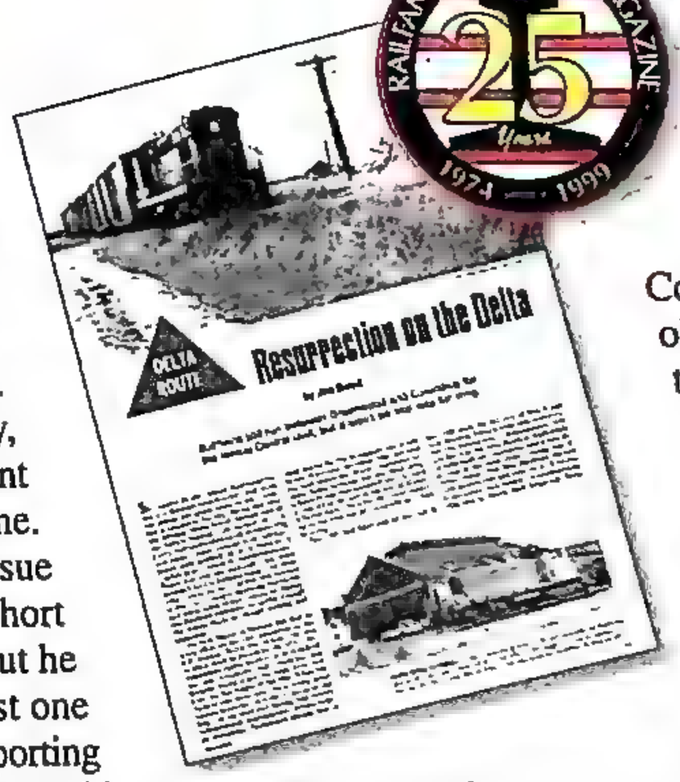
***ABOUT 14 MILES EAST OF GREENVILLE,** a pair of Baldwins and an SW1 lead an eastbound C&G freight across Bogue trestle on September 28, 1982.*

on the Delta

better served by an independent short line railroad. The ICG was willing to sell. As Jim Boyd wrote for RAILFAN in 1974, "The impossible is about to happen: the C&G is going back independent."

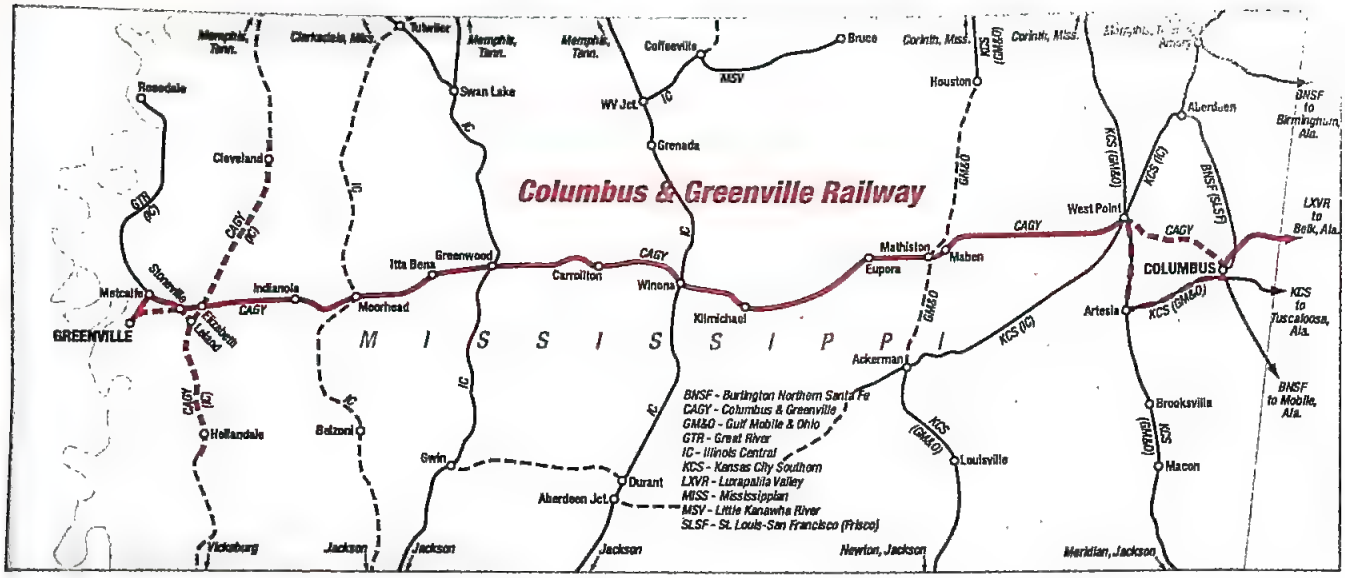
Independence

In March 1974, Craig Burroughs, a transportation consultant from Chicago, inspected the C&G and reported that the company had a good potential for revival. That August a group of local businessmen who supported the project signed a "Memorandum of Understanding" with ICG, stating their interest in purchasing the property. On August 24, 1974, they incorporated the Columbus & Greenville Railway Company for the second time in history. Craig Burroughs would be president, Sam Y. Wilhite would become chairman, and long-time operating employee Benny Ivey would be general manager. Many employees of the old company, determined to help save the line, agreed to return. Burroughs, incidentally, would not remain president of the C&G for a long time. He would resign to pursue other opportunities in short line railroading in 1977, but he was responsible for at least one memorable change. The reporting marks abbreviation of the old company was "C&G." Burroughs believed the marks of a railroad should spell a word. His other short line endeavors had produced the Louisiana Midland, "LOAM," and the Great Plains Railway, "GRIN." In keeping with this tradition, the Columbus & Greenville's new reporting marks became "CAGY."



The C&G was the first Class III railroad to receive federal funds from the Railroad Revitalization and Regulatory Reform Act of 1976 which provided four million dollars to rehabilitate the track and bridges between Columbus and Moorhead, and to replace the 60-pound rail between Itta Bena and Greenwood, the worst track on the railroad. In May 1978 came three ex-Florida East Coast GP7s, allowing retirement of two Baldwins and the sale of some of the railroad's smallest locomotives, the 600-h.p. SW1s. In August 1978 the company moved into a new office building just south of the Columbus roundhouse. The old office, located downtown in what had once been the union depot of C&G and one-time parent Southern Railway (see history sidebar), was renovated and converted into a restaurant and shops.

The most significant change to the eastern end of the railroad began in 1981 when an agreement was reached with the U. S. Army Corps of Engineers, then building the Tennessee-Tombigbee Waterway just west of Columbus. The C&G crossed the proposed waterway at Waverly, but agreed to allow the Corps to retire the bridge. The C&G would then obtain trackage rights over the Illinois Central Gulf between



Columbus and West Point via Artesia. The Corps would upgrade the ICG track, install Centralized Traffic Control and compensate the C&G for present and future expenses. In 1983 a contract was signed for a new track bypass around the city of West Point as part of this project. Completion of the West Point bypass was scheduled for May 23, 1984.

But plans changed before the end of 1983. About 11:00 p.m. on Thursday, December 1, 1983, Engineer James Vail and Conductor Terry Smith crossed the Tombigbee River Bridge with two GP7s as C&G Extra 608/618 East. Later that night a barge that had broken loose upstream crashed into the bridge, destroying two bridge bents and damaging two others. Since the trackage rights agreement with ICG was already in place, C&G trains could begin operating out of Columbus over that line the next day. Unfortunately, the new bypass track around West Point was far from complete. For the next six months C&G's trainmen were forced to wrestle with a frustrating and time-consuming push-pull operation around the curves, over the grade crossings and through the interchange tracks of downtown West Point to bring trains from the ICG's track to their own.

At 8:00 a.m. on Monday, June 4, 1984, Terry Smith and Philip Wages headed the day's westbound freight out of Columbus with GP7s 619, 621 and 618. Just south of West Point on the old GM&O, they swung west over the newly complete West Point bypass — 3.07-miles of 90- and 115-pound rail on heavy crushed ballast. Just west of town, where the bypass rejoined the C&G mainline, there was three quarters of a mile of new yard track.

The expanding C&G

With the ICG trackage rights, the C&G became a longer railroad, seven operating miles longer than over the old bridge at Waverly. In January 1985, C&G announced its plans to expand again. An agreement had been reached with the ICG to purchase 64-miles of ICG track in the Mississippi Delta in and around Greenville. The north-south line from Cleveland to Hollandale had been part of the old Yazoo & Mississippi Valley's secondary main line from Memphis to Baton Rouge, and was in very good condition with 112-pound welded rail. Leaving the main at Leland was a branch serving a host of industries in Greenville and providing the C&G with a new short line connection at Metcalf, the Great River Railroad. A new track connection was made at Stoneville, and C&G trains would now enter Greenville over the 90-pound jointed rail of the ICG. The old C&G main line was left in place to serve some local industry and provide room for car storage. The new trackage would be operated as a subsidiary called the Delta Transportation Company, which was formally merged into the C&G on September 30, 1995.

The track to Hollandale, incidentally, allowed the C&G to serve that town for the second time in its history. The C&G's predecessor in the Delta, the narrow gauge Greenville, Columbus & Birmingham Railroad, built a branch to Hollandale in 1879. It was later paralleled by the old Illinois Central track just purchased. After years of competition between the two railroads, C&G ran its last train to Hollandale on May 27, 1922, and 63 years later it returned.

The newly purchased track gave C&G about 4500 carloads of new business each year. The largest industry, U. S. Gypsum at Greenville, became one of the railroad's biggest customers, receiving 1800 cars of raw materials a year, including about 700 cars of Perlite from Antonito, Colorado. At one time, locally produced cotton was a tremendous source of rail traffic. Today the Greenville Compress still ships cotton out by rail, about 200 cars a year, bound for Mexico.

Changing traffic patterns

These new sources of revenue from Mississippi Delta towns came just in time. Truck deregulation of 1980 had changed the way much of America's commodity distribution was handled and by 1984, C&G President and CEO Roger Bell recalls the railroad "was really struggling." The C&G would lose some $1.1-million that year on operations. The Babcock & Wilcox boiler plant at West Point had once been C&G's largest dollar

LOUIS R. BAILLARD

customer, but had become relatively insignificant. The Chicago Mill & Lumber Company's huge sawmill adjacent to Greenville yard produced no sizable rail traffic after 1980 and disappeared entirely by 1985. Today, in the tourist and casino area of old Greenville, only Chicago Mill's concrete smokestack remains of that industry.

At Indianola, a town somewhat unusual on the C&G since it was never served by another competing railroad, there were once three sizable rail shippers which are largely given credit for bringing the railroad back in 1975. The "big three" of Indianola — Lewis Grocer Company (wholesale groceries, 1700 cars a year), Modern Line Industries (school furniture and lawn mowers, 700 cars a year) and Ludlow Manufacturing Company (carpet backing, 400 cars a year) are no longer shipping by rail.

*A PAIR OF GP7s leave Columbus yard on May 12, 1983 (**opposite bottom**). Purchased to replace the Baldwins and SW1s, the Geeps came from Florida East Coast. Historically significant, No.601 was preserved, named for motive power superintendent W.A. Trayler Jr. and placed on display in front of the Columbus roundhouse (**above**). A dedication ceremony was held on August 31, 1985, with local media interviewing Trayler (**below**). Trayler died in 1998.*

PHOTOS: LOUIS R. SAILLARD

And yet, sometimes traffic miracles happen, even for railroads. In 1974 the Delta Western plant at Heathman received 160 cars of molasses, used in cattle feed, on its seven-car capacity spur track. But the 1980s brought tremendous growth of a new industry in the Mississippi Delta — catfish farming. Today there are 110,000 acres of catfish ponds in the Delta within a 25-mile radius of Heathman. The ponds produce 8000 to 10,000 pounds of catfish per acre during each 14-month long growing cycle. To help feed this uncountable multitude, Delta Western receives soybean meal, corn screening and wheat products, all of which arrives by rail. By 1988 the little siding at Heathman had been expanded six times and was the fourth largest yard on the C&G. In 1988, 1356 inbound loads were delivered by the C&G and in 1998, the total topped 2600 during the seven-month growing season (the catfish don't eat when water temperature falls below 40 degrees).

Delta Western, one of two fish feed mills on the C&G, now owns a $50-million facility at Heathman, and can unload an inbound grain car in eleven minutes. While the mixed catfish feed is trucked to the individual ponds, virtually everything arrives by rail. Lester Myers, Delta Western's president, tells anyone who will listen, "If we got everything by truck we'd need a 50-acre parking lot. We'd rather not get a truck in here." The company acquired its own switch engine, an SW900, in 1987 to facilitate the switching, and is now the C&G's largest car-load customer.

The C&G began formal operation of the new track in the Delta on May 9, 1985, and that summer another important change took place at the eastern end of the railroad. The Illinois Central Gulf continued its policy of "rationalization," selling most of its east-west routes and slimming down to a single north-south corridor. To that end, it sold 713 mostly north-south miles of secondary trackage to the Gulf & Mississippi Railroad on July 9, 1985. That line crossed the C&G at West Point and included the track used by C&G from Columbus through Artesia to West Point.

Most of the G&M was former Gulf, Mobile & Ohio Railroad track which ICG had taken over 13 years before. The C&G and G&M cooperated on operational details, and C&G performed some locomotive repair work for the new company on a contract basis at the Columbus roundhouse. In 1986 the two railroads entered into a car haulage agreement by which C&G and G&M would haul cars for each other on a fixed per-car price. This allowed C&G to, in effect, have a connection with CSX Transportation (former Louisville & Nashville) at Brookwood, Alabama, 15 miles east of Tuscaloosa, and for G&M to gain an interchange with Illinois Central Gulf at Greenwood. This agreement produced some 4000 additional loads of traffic over the C&G in 1987 and contributed significant traffic to Greenwood throughout the life of the G&M.

While C&G's Brookwood connection is still active, the track to Brookwood and the track used by C&G from Columbus to West Point has changed ownership with remarkable regularity. On April 14, 1988, Gulf & Mississippi became SouthRail, a subsidiary of MidSouth Rail Corp., another ICG spin-off, with its home office in Jackson, Mississippi. In June of 1993, MidSouth was purchased by Kansas City Southern, giving C&G another significant Class I railroad connection.

As the eventful summer of 1985 came to an end, an important ceremony took place in Columbus yard. On Saturday, August 31st, some 200 employees and guests attended the dedication of the one-year long, $1.3-million rehabilitation of the new Columbus yard facilities. The keynote speeches were given by Mississippi Congressman Wayne Dowdy and Bob Hunter of the Federal Railroad Administration. Following that dedication, Baldwin locomotive No.601, the first 1500-h.p. road switcher in America, was placed on display in front of the roundhouse and named for long-time C&G Superintendent of Motive Power, W.A. Trayler, Jr.

In his speech dedicating the 601, C&G Chairman Sam Y. Wilhite said in part, "It has been said that the 601 and her five sisters are largely responsible for the survival of the C&G Railway. The Baldwins operated both passenger and freight trains for 38 years. They proved to be sound locomotives that could handle the job until the bridges could be strengthened, heavier rail laid and more modern locomotives acquired. They have done their job well. Today Baldwin No.601 can claim another historic first. She becomes the first C&G locomotive to be named for an individual, W.A. Trayler, Jr."

The Baldwins had been necessary on the C&G because of the road's poor track and

LEON FORD IV

light bridges. In their last years, the 601 had been the regular Columbus switcher and younger sister 606 had run on the mainline in the Delta because of the poor condition of the bridge at Fish Lake, just east of Greenville. When that bridge was rebuilt in the summer of 1983, newer locomotives could run the length of the main line, and No.606 came to Columbus to work the yard and allow retirement of the 601. "The Last Baldwin on the Delta" is what Jim Boyd called her in a July 1984 feature in RAILFAN & RAILROAD. In October of that year, the 606 was retired, ending the Baldwin era on C&G.

Four ex-Santa Fe CF7 locomotives arrived in Columbus before the end of 1985. These were followed by six more in 1987 and 1988. President Roger Bell calls the CF7s "probably the best dollar for dollar locomotive purchase this railroad has ever made in its history." The first of these locomotives cost C&G just $25,000 each and most remain in service 15 years later. The first GP7s, by comparison, had cost $95,000 each in 1978.

Just as important to the C&G's future, 1987 saw the replacement of the last 1.3 miles of the old 60-pound rail in the main line near milepost 97, downtown Carrollton. The 1987 annual report reflected, "We are all proud to have it replaced, but we must acknowledge it has served this railroad for over 100 years."

New railroads join CAGY

Also, 1987 saw the organization of CAGY Industries, Inc., a holding company which on January 21, 1988, acquired 92% of the stock of the Columbus & Greenville. The holding company was formed to facilitate the growth and diversification of the company, and to provide additional revenue to aid the rebuilding of the C&G. The management sought to acquire and operate other railroad properties in the region. Track construction and maintenance, bridge maintenance and railway consulting would also be done under the name Railway Services, Inc.

The first operation of another rail line by CAGY began on September 11, 1989, with the leasing of 67 miles of former Southern Railway trackage in Georgia and Tennessee. The new line was called the Chattooga & Chickamauga Railway, headquartered in LaFayette, Georgia. Two C&G locomotives were transferred there to operate a pair of branch lines radiating out of Chattanooga. The operation is probably best know in the railfan community for the steam excursions operating over the line from the Tennessee Valley Railroad Museum in Chattanooga.

A second CAGY operation ran for a short time as the Redmont Railway between Corinth, Mississippi, and Red Bay, Alabama, 41 miles. The track was part of Illinois Central's old Birmingham line, later owned by Norfolk Southern. CAGY leased the track from February 1995 until September 1997 from MARA, the Mississippi-Alabama Rail Authority, which had acquired the line from NS. Traffic consisted of about 800 cars a year of tree-length logs and 600 cars a year of grain. One C&G CF7, the 809, became Redmont No.101. Ultimately the engine was sold to a later operator of the line, Sunshine Mills of Red Bay.

The most recent CAGY acquisition was closer to home. The Southern Railway, later Norfolk Southern, had traditionally been C&G's primary eastern connection over its line to Birmingham, Alabama. In 1996, CAGY purchased the Norfolk Southern line from the Alabama State Line to Belk, Alabama, 25 miles. The track from Columbus to the state line had long been owned by C&G and leased to the NS. CAGY Industries formed the Luxapalila Valley Railroad, reporting marks LXVR, which began operation from Columbus to Belk on June 1st. "The Lux," now operates the track with a pair of ex-Norfolk Southern GP38s (built for the original Norfolk Southern, the North Carolina short line purchased by Southern Railway in the 1970s).

The Luxapalila Valley is all 132-pound, welded rail and serves primarily a Georgia-Pacific plant at Belk and a Weyerhauser plywood mill at Millport. Traffic is about 3800 cars a year, of which about 2000 are wood chips bound for Ferguson, Mississippi, on the Illinois Central. The Norfolk Southern

C&G's TRACKAGE RIGHTS OVER KANSAS CITY SOUTHERN *(former GM&O) between Columbus and West Point allow this view at Artesia, Mississippi, on April 20, 1999* ***(above)****. GP38 No.2785 was purchased from Norfok Southern in 1997. The railroad's largest customer, the Delta Western feed mill in Heathman, Mississippi, borrowed C&G GP7 No.1003 during April 1999, while its own switcher underwent repair* ***(below left)****. C&G's Luxapilala Valley subsidiary operates 25 miles of former NS track in Alabama. Former NS GP38 No.2885 is at Belk in August 1997.*

LEON FORD IV

DAVID HURT

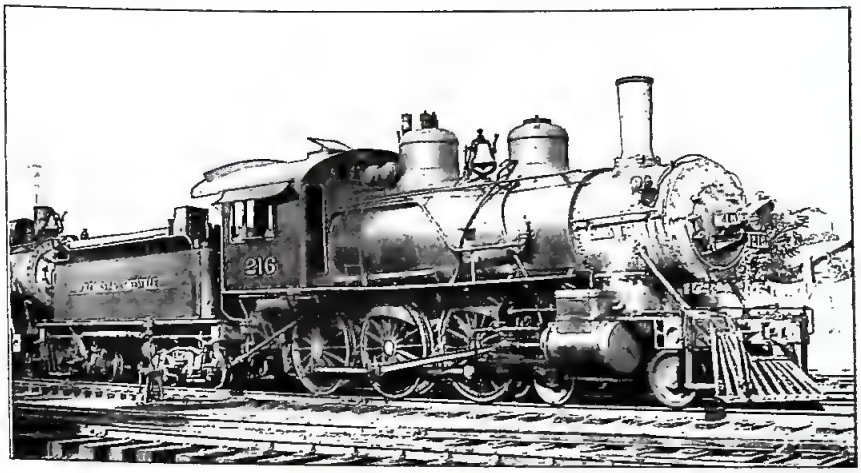
ns access to Columbus via trackage r[illegible] over the B[illegible]ington Northern & Santa F[illegible] from the NS connection at Obligee, Alabama. NS generally serves Columbus six days a week. Also of interest on the LXVR line is a yard built just east of the BNSF crossing to serve the Golden Triangle Railroad. This Weyerhauser operation runs from a paper mill southwest of town to a connection with the KCS between Columbus and Artesia, a distance of 8.6 miles. The Golden Triangle then runs over the KCS and BNSF an additional 7.3 miles to Triangle Junction where it interchanges with the Norfolk Southern, LXVR and C&G. The Golden Triangle generally serves Columbus five or six days a week.

The only constant . . .

Things continue to change on the C&G. While the industries in Greenville remain healthy, business on the Cleveland to Hollandale line disappeared. After no trains ran over the line for two and a half years, the railroad petitioned the Surface Transportation Board in early 1999 to abandon 49.14 miles of track. This application was approved on March 6th and C&G plans to move the 112-pound welded rail to the C&G's east-west main line. On a happier note, 1995 saw the location of a new Prestage Farms feed mill adjacent to the new yard at West Point, bringing a welcomed new industry to the eastern end of the C&G. Prestage Farms currently receives about 1500 cars a year of inbound grain, and was the first major industry to locate on the railroad in over 15 years.

Two significant people in C&G history passed from the scene in 1998. Sam Y. Wilhite, chairman of the railroad from 1975 until his retirement in 1993, died on August 6th, at age 79. Mr. Wilhite's personal determination was a major factor in the railroad's survival. At the celebration of Wilhite's 75th birthday in 1994, C&G President Roger Bell unveiled a marker naming the new C&G yard in his hometown of West Point as "Sam Y. Wilhite Yard." On October 15, 1998, W.A. Trayler, Jr., died at age 88. A 1936 graduate in mechanical engineering from Purdue University, where he was the class valedictorian, he once wrote, "My interest and love for railroading began before I could talk." His calculations on the diesel locomotive requirements of the C&G resulted in close work with designers at the Baldwin Locomotive Works, and Baldwin's first domestic road switcher locomotive became C&G No. 601.

The "new" Columbus & Greenville Railway will celebrate its 25th birthday in October 2000. "It's a year a lot of people never thought we'd see," says Roger Bell. And while the problems have not ended, the company remains optimistic about the future. In 1976, the first full year of operation, C&G's gross earnings were $2.1 million. Gross revenues topped $8 million for the first time in 1997. In those 25 years, the C&G has changed in its track structure, its routes, its connecting railroads, its locomotives, its customers and the commodities it hauls. It has become a new railroad of the same name.



LOUIS R. SAILLARD COLLECTION

C&G 4-6-0 No.216 pauses in Columbus, Mississippi, in October 1940. The 216 was purchased from the Mobile & Ohio in 1923, and was scrapped in 1946.

A Brief Early History of the C&G

THE FIRST TRACK of what is now the Columbus & Greenville was spiked down in Greenville on Saturday, January 5, 1878, as the three-foot gauge Greenville, Columbus & Birmingham Railroad. By September 1881, the little GC&B extended the narrow gauge tracks eastward to Johnsonville on the Sunflower River and south to Hollandale and Sharkey on Deer Creek, a total of 52 miles.

In October 1881 the directors of the GC&B voted to consolidate their line with two other railroads to form the Georgia Pacific Railway, a grand scheme to build a Southern transcontinental from Atlanta to a connection with the Texas & Pacific at Texarkana. The plan was promoted by former Confederate General John Brown Gordon, and backed financially by the Richmond & Danville. In 1894, the R&D merged with the East Tennessee, Virginia & Georgia to form the Southern Railway. On January 1, 1895, the Southern formally leased the Georgia Pacific.

While the Georgia Pacific would never reach Texarkana, the main line from Atlanta to Greenville was completed in June 1889. Between 1889 and 1892 a car ferry operated across the river providing a western rail connection with the Arkansas Valley Railway, later the Missouri Pacific. But when the ferry operation ended, there was no through traffic on the old GP and the fortunes of the road began to decline.

To conform with state law, the GP was rechartered as a Mississippi corporation in 1894 and renamed "The Southern Railway in Mississippi." As the Southern Railway's interest in the unprofitable branch decreased, the actual operation was turned over to another Southern backed company, the Mobile & Ohio Railroad. After a few years of modest prosperity, the road declined drastically after World War I. In 1920 the name was changed to the Columbus & Greenville Railroad, and the newly re-named company was bankrupt within a year.

The receiver named for the company was Adam T. Stovall, a native of Okolona, Mississippi, and the local attorney for the M&O. After abandoning the operation of the road's four branch lines and purchasing equipment it had been renting for years, Stovall and three partners purchased the C&G in 1923. It was renamed the Columbus & Greenville Railway. A.T. Stovall became president; his son and grandson would follow him into that office.

The C&G Railway would survive with intensive local management and second-hand equipment. A Brill rail car came in 1925 (a former demonstrator, bought at a discount) followed by two larger cars in 1928. Second-hand locomotives would supplement the 4-6-0s, 2-8-0s and 2-6-0s inherited from the Southern and M&O. Ten-Wheelers from the Atlantic, Birmingham & Coast and 2-8-2s from the Fort Smith & Western allowed the road to keep trains running through World War II. The first of five 1500-h.p. Baldwin road switchers, the first new locomotives in the C&G's history, came in October 1946. Passenger service ended in 1948. Two ex-U.S. Army 65-ton Whitcomb switchers joined the roster in 1948, followed by another new Baldwin in 1951, allowing the retirement of the remaining steam locomotives. The last operational steamer, 4-6-0 No.178, was stored behind the roundhouse and later displayed in a Columbus park.

In the 1960s the railroad surprised many observers when it purchased a pair of new EMD 1800-h.p. SD28 road switchers in 1965. On the eve of its purchase by Illinois Central Gulf, C&G purchased four 600-h.p. SW1s from the Terminal Railroad Association of St. Louis with the intention of using them to replace the Whitcomb switchers. But three months later, the long-delayed merger of the Illinois Central and the Gulf, Mobile & Ohio became final on August 10, 1972. The C&G entered a dark night from which there seemed little chance of survival— *LOUIS R. SAILLARD*

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Transit Currents

CalTrain Rethinks

PEOPLE DO CHANGE their minds. In this case the people are the board of directors of CalTrain, which operates commuter rail service between San Francisco, San Jose and Gilroy. Early in 1999, the board voted against electrification of the line. In May, in a unanimous vote, the board approved an extensive overhaul of the system's 76 miles of line, and committed itself to electrification once the money is found for the project. There is also a push to extend the railway into the TransBay Terminal in the downtown part of San Francisco. The rehabilitation of the railroad is expected to cost about $460 million; its electrification, necessary if the railroad is to be extended into a tunnel under the TransBay terminal, is expected to cost $376 million. Thanks to Dennis A. Cavagnaro for the information.

Manual operation at Metrorail

Many readers have used the Washington Metrorail system and understand that computers actually run the trains. However, since March 1999, Metrorail temporarily abandoned the use of the automated system that ran the subway. The reason for the change was failure of four of the 24,000 electronic devices that controlled rail rapid transit travel in the nation's capital. However, since the operators have taken over direct operation of the trains, a series of breakdowns have taken place. WMATA management notes that manual operations cause much greater vehicle wear and tear. The braking systems seem to be the major area of problems. Operators inexperienced with manual operation have been making hard brake applications. Many breakdowns in service occurred during April, at a time when Metro's rail system was carrying a record number of patrons, including huge numbers of tourists. The system moved between 70,000 and 80,000 more passengers in the early part of April than it did normally.

Problems with brakes and the automatic control system are merely another sign that the Washington Metrorail system is no longer new. Many interested in rail transit think of Washington and San Francisco and Atlanta as brand-new rapid transit services, but they are not. The three systems are slowly but surely growing longer in the tooth, and not everything works well all the time. Major capital replenishment is needed for all U.S. rapid transit and commuter rail services. Thanks to Charles Bogart for the information.

Changes coming to Newark Subway

The Newark city subway, at 4.3 miles, is one of the shortest underground railways in the world. It has remained relatively unchanged through much of the time since the 1930s when it was built in an abandoned canal bed. Running from the basement of Penn Station in Newark to Franklin Avenue in the north ward of Newark, the rail line was served for over 45 years by the Twin Cities Rapid Transit cars from Minneapolis-St. Paul. The PCC's are splendidly maintained in the underground maintenance shop at Penn Station.

In mid-January 1999, a major step was taken to modernize the subway. The New Jersey Transit board of directors approved an expenditure of $9.2 million to rebuild the Franklin Avenue station, which is now the northern terminus of the line. Also approved was an $11.6 million upgrade to the signal system. The Heller Parkway station, just a little more than a football-field length away from Franklin Avenue, will be closed and the railway will then be extended about a mile north to a new car maintenance shop near the border of Belleville and Bloomfield. Planning is also underway for a $136 million subway project to connect Penn Station with Broad Street railway station a mile away. It is expected that project will be in hand by 2002.

The Newark trolleys serve about 17,000 passengers on an average workday, and operate from 4:30 a.m. until 12:30 a.m. With the expansion, the number of patrons is expected to rise. The venerable PCC cars will soon be replaced. It is expected that the well-maintained trolleys will all go to rail and trolley museums. Many New Jersey rail enthusiasts hope that at least some of the cars will remain in the Newark area. Many thanks to Douglas Eldridge for the news.

Toronto's Spadina light rail line

A visit to Toronto in late May afforded yours truly with the opportunity to ride on the one rail line operated by the Toronto Transit Commission that I had not had a chance to visit before. The Spadina light rail line is an extension from the Harbourfront line, which originally terminated at Queen's Quay and Spadina Avenue. The light rail line runs from that point all the way up to the Spadina station of the Bloor/Danforth subway at Spadina and Bloor streets. I started my rides on the new line at Union Station. The trolleys run underground to Queen's Quay, where they turn west and rise to the surface, and operate for some distance along the beautiful waterfront. At Spadina Avenue the tracks turn north and head toward Bloor Street. The line between Queen's Quay and the Bloor/Danforth subway was incredibly busy. On one of my rides I counted over 225 passengers boarding the Spadina trolley. Thank heaven some people were getting off, or it would have been very uncomfortable. This loading took place after 7:00 p.m. on a very pleasant day. The line traverses the

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

BY GEORGE M. SMERK

Electrification

Garment District of Toronto as well as the center of the city's Asian population.

Toronto isn't finished with new trolley lines. The month of May saw the beginning of construction of an extension of streetcar service along Queen's Quay to connect the Harbourfront/Spadina light rail line with the Bathurst streetcar line and on to a terminal at the Canadian National Exhibition grounds. I also rode other TTC streetcar operations and several were carrying enormous loads of passengers at all hours of the day. TTC is enjoying an increase in patronage, thanks to an improvement in the Canadian economy.

Work begins on St. Louis extension

The Bi-State Development Agency is building a 17.4-mile eastern extension of the MetroLink light rail system. At present MetroLink's terminal is at 5th and Missouri in East St. Louis. On May 24, 1999, track work began with 80-foot-long rails being welded into quarter-mile segments for placement on top of concrete ties. St. Clair County Transit District Chair Dolores Lysakowski pressed the button that began the welding process starting the celebratory beginning of the work. The double-track extension will contain eight stations and extend light rail service from East St. Louis to the campus of Belleville Area College in St. Clair County. The extension is expected to be open for revenue service in 2001. In a future phase, the light rail line will be extended from Belleville Area College to MidAmerica Airport. Thanks to Linda Hancock at the Bi-State Agency for the information.

Maryland makes rail plans

Transit in Maryland, particularly Baltimore, has some good news. Transit ridership in Baltimore went up by 3.5% in the past year. Maryland Rail Commuter Service (MARC), showed a six-percent increase. Ridership on MARC trains is approximately 19,000 a day. There are now 47,000 riders on Baltimore's rapid transit subway, the light rail line moves about 30,000 passengers a day and the buses carry 250,000 passengers. Governor Parris N. Glendening of Maryland is a strong supporter of transit, and has said that by 2020 Maryland hopes to have one million daily transit trips made within its borders. The governor has also set transit priorities and funding is committed to include the purchase of 50-plus new bi-level MARC coaches and six new electric locomotives will be added to the fleet. Also to move ahead is construction of a new multimodal station to serve Silver Spring. The MARC Brunswick line is to be extended north from Point of Rocks to Frederick with an expected addition of 1600 commuters per day.

Double tracking of the Baltimore light rail system is a high priority, with the aim of reducing the time between trains from the current 17 minutes to eight to ten minutes. As part of the expansion of the Washington Metropolitan Area Transit Authority into Maryland, funds from Maryland will be provided for the Addison Road to Largo extension. To keep service in Baltimore's Metro subway system functioning smoothly, over $100 million is to be diverted toward rehabilitating cars and escalators that serve the system. Thank Henry Goode for the news.

Minnesota edges toward light rail

George K. Isaacs says that people in the Twin Cities area are moving toward light rail transit. The Minnesota legislature passed a $400 million bonding bill that Governor Jesse Ventura signed into law which includes $60 million for light rail transit in the Hiawatha Corridor. Needed in addition is $100 million in funding from Hennepin County, the cities of Minneapolis and Bloomington and the Airport Commission, along with federal funding. The Hiawatha Corridor light rail line would be 12.2 miles long, and would connect three of the most important and popular destinations in the Twin Cities area — downtown Minneapolis, Minneapolis/ St. Paul International Airport and the Mall of America. The projected opening is 2003, and ridership is projected at 24,000 per day at the beginning. The expected cost is $446 million, and would include an extension south of the Mall of America and through the Minneapolis business district. To operate this line, 22 articulated low-floor cars, would be needed. Thanks to George Isaacs for the information.

Flashes

In the **CHICAGO** area, Metra will receive $204 million in federal funds to help the double-tracking of its north central service along the Wisconsin Central to Antioch, Illinois. Metra wants to add eleven miles of second track because ridership is increasing and the WC line is also shared with heavy freight service. When double-tracking is completed, Metra will increase the number of commuter trains from twelve to 22 each day. Thanks to Steve Scalzo for the news.

George W. Dorsam reminds me that the **NEW YORK CITY** subway system carries the equivalent of the combined population of Alaska, Delaware, Montana, North Dakota, Vermont and Wyoming every business day. There are 5779 subway cars and each car in service moves about 7000 riders a day. Miles traveled between repairs by an average car in 1982 was 7145. With the system improvements in recent years, by 1998 the distance between failures was 78,676 miles.

The **OHIO-KENTUCKY-INDIANA** Regional Council of Governments has instructed the planners of the proposed light rail line along I-71 between Covington, Kentucky, and Blue Ash, Ohio, to consider adding a spur to Newport, Kentucky. The one-mile spur would reach from a transfer station on Fort Washington Way near Main Street in downtown Cincinnati across the Taylor-Southgate bridge into Newport. Thanks to Charles Bogart for the news.

For more transit news see TRANSIT CURRENTS EXTRA on the web at *www.railfan.com*.

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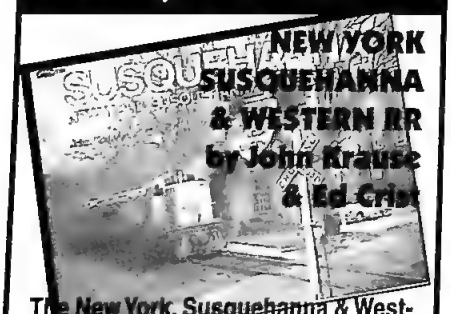

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Markers

The first quarter century

IT'S JUST LIKE OLD TIMES. Here I am at the keyboard at 2:19 a.m. on the night before the deadline hammering out MARKERS copy. Even though I've been retired for almost two years, not much has changed. CAMERA BAG and book and video reviews help me keep that "editor emeritus" title from becoming too literal, and I see Steve and George fairly often.

The RAILFAN & RAILROAD 25th Anniversary Train Wreck was a wonderful occasion when everyone who had worked in the office on the staff over these past 25 years was present. The idea for RAILFAN Magazine had been kicking around for years, and it was discussed openly in the office for the first time well before I came aboard. I had been contributing to RAILROAD MODEL CRAFTSMAN since the early 1960s, and Tony Koester of the Nickel Plate Historical Society followed my suggestion to talk to Hal Carstens about an idea he had for a "railfan magazine." In 1968 Tony visited Hal and made his pitch about editorial content, authors and readership, and Hal responded by pulling out a folder headed "Railfan Magazine" dated 1958 that outlined essentially the same thing. So much for a "new idea" in magazine publishing. Hal went on to explain the realities of advertising revenue, printing costs and distribution and clearly defined why such a magazine was not viable in 1968 against the well-established *Trains* and RAILROAD magazines.

Tony left that meeting with no further ideas of editing a railfan magazine, but Hal was sufficiently impressed to offer Tony a job with RMC, and he ultimately became its editor. In 1971 Tony convinced Hal to bring me aboard to help with FLYING MODELS, and that's what I was doing in my office in the fall of 1974 when Tony came in and closed the door. "Prepare to have your mind blown as it's never been blown before." I'll never forget those words, as Tony handed me Xerox copies of the typesetting proofs of the first rate card for "Railfan Magazine" that had been mistakenly delivered to him instead of Hal. There was my name on the masthead as managing editor with Hal as editor & publisher. Hal had not breathed a word of this to anyone.

"We've got work to do," Tony advised, and over the next two weeks we met privately to develop the format, columns and style for the new magazine, so we'd be ready when Hal sprang it on us. Then one day Hal called me into his office and showed me the color proof of that first RAILFAN cover. "What do you think of this?" he asked with a deadpan look.

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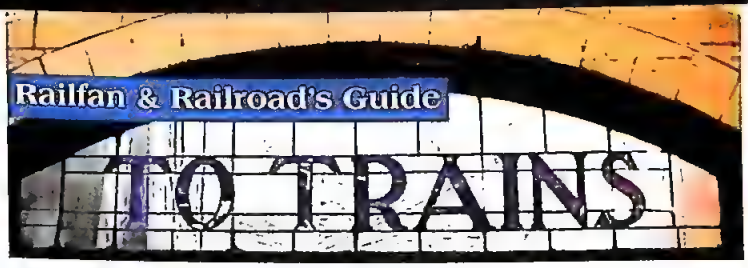

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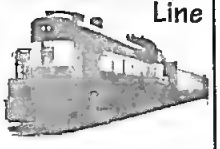

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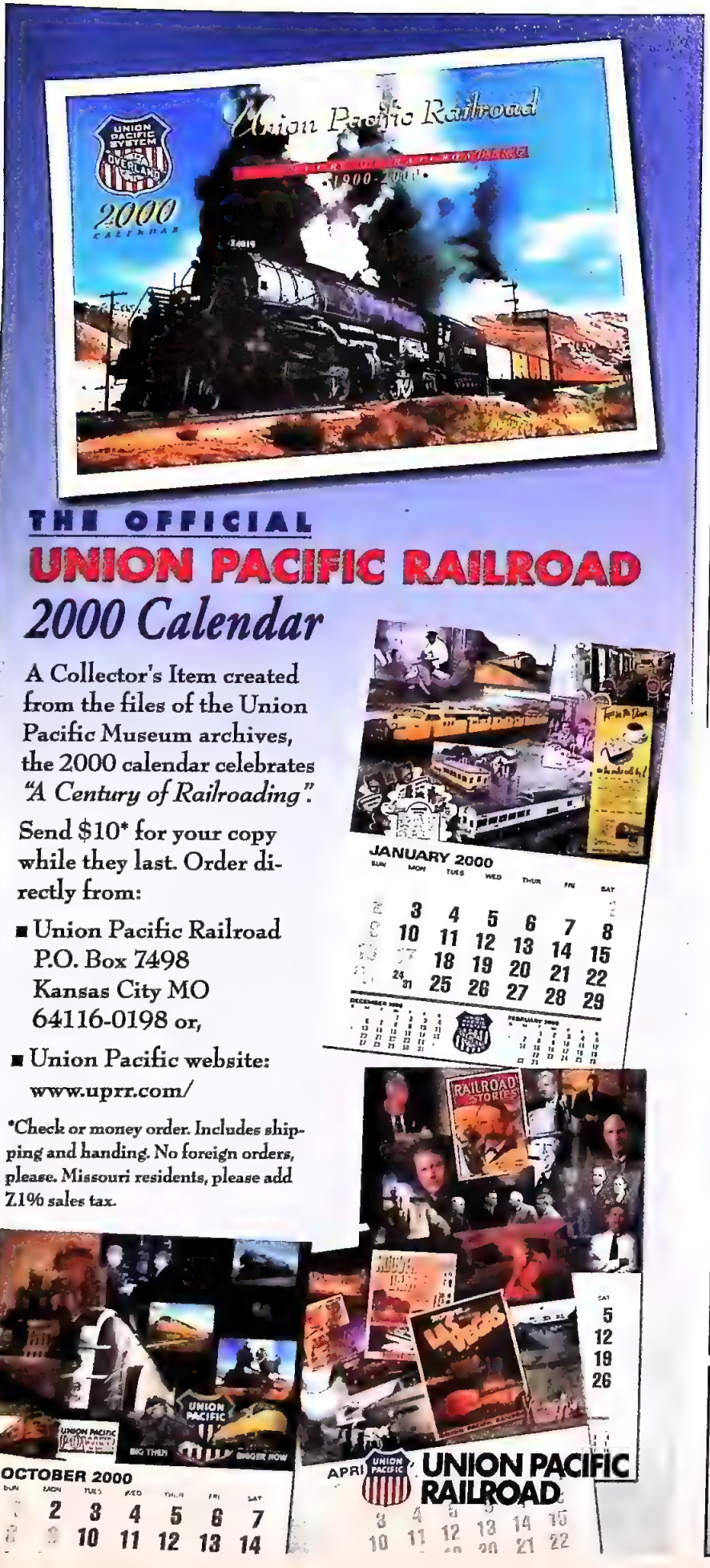

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I went through my "surprised" act and asked Hal to outline what he had in mind. To his eternal credit, Hal defined exactly the magazine we all wanted to produce. When I told him I'd had a little advance warning, Hal burst out laughing — then we called Tony in to see his "surprised" act, too. At that point Hal handed the reins to me and said, "Go to it — you're already two weeks late." (The story of that encounter was related in more detail the November 1984 Tenth Anniversary issue.)

Why did Hal create RAILFAN in 1974 when he said it couldn't be done in 1968? The answer is both complex and simple. In the simplest terms, he started the magazine because he had six issues of paper and press time available that he'd already paid for left over from changes he had made in CREATIVE CRAFTS magazine and knew that I could fill them with railroad stuff. Secondly, he had observed that the railfan market for advertising had grown substantially since the 1960s, and he was willing to risk a try to get some of it. The fact that he had an already established distribution system set up and functioning for RMC meant that he could get an immediate jump on any other start-up magazine and could make RAILFAN a viable competitor from the onset. The next few years proved that he had made the right decision, because RAILFAN "caught the wave" at the perfect time.

The magazine in 1974 was quarterly, and I was still responsible for the production of the monthly FLYING MODELS. With Tony's help, we tapped the established RAILROAD MODEL CRAFTSMAN authors and began develop contributors of our own. We adopted a con-

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RAILFAN went to a bi-monthly schedule with the August 1977 issue and became RAILFAN & RAILROAD with the May 1979 issue when Hal purchased the defunct RAILROAD Magazine (he had offered to buy RAILROAD back in 1974 instead of starting a new title, but it was not for sale at that time — if it had been, you would be reading RAILROAD Magazine right now!). The acquisition of RAILROAD was an excellent move, as it gave RAILFAN a circulation bump that pushed it into the real numbers" for advertising, a hump that no other publication in the field has been able to overcome since then. Along with the acquisition of RAILROAD, we got our first editorial color on the inside cover pages with that May 1979 first issue of R&R. A growth in color advertising got us our first use of editorial color on the inside pages of the July 1982 issue.

At Christmas 1986 I was the sole in-the-office editorial staffer of R&R when Hal decided to push the magazine to a monthly schedule, and Mike Del Vecchio of Dover, N.J., hired on while we were in production with the July

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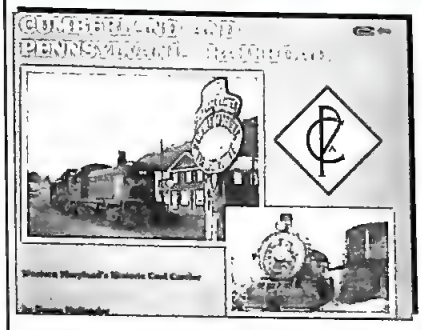

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1987 issue. We went monthly with the October 1987 issue — RAILFAN & RAILROAD was now a "real" magazine! With the coming of computers and new publishing technology, the work load was becoming more than Mike and I could handle, and Bruce Kelly was brought aboard from Coeur d'Alene, Idaho, as the third in-office staffer in the summer of 1988. From that point on, things worked pretty well as the monthly schedule gave a nice growth pattern, and we were able to expand the pages, content and color.

In addition to the in-office staffers, R&R has had a fine supporting cast" over the years like RMC part-timer Bob Mohowski, Californian David Lustig (who was our only contributing editor) and columnists William S. Young, George Smerk, Joe Diaz, Jim Porterfield, Jeff Terry and Tom Dressler, as well as our incredible cartoonist, Curt Katz. And none of this would have been possible without the support of our hundereds of authors and photo contributors — and, yes, even our letter writers and vocal critics.

In the mid-1990s I was beset by some heart problems that resulted in a triple bypass operation, which really gave me a boost in energy and a new outlook on life. In the spring of 1995, Bruce Kelly moved back to Idaho, and Steve Barry from southern New Jersey took over Bruce's vacated slot. In late 1996 Mike Del Vecchio accepted a job with the publishers of *Railway Age* Magazine in New York City and was replaced on the staff by Chris Kimler, a native of northern New Jersey who was one year old when RAILFAN was created! Chris is a compulsive neatnik who will go down in history as the first R&R

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suffer to successfully attack and defeat the "Black Hole of Newton" and get the files organized and all contributors' slides returned.

The computers were finally beginning to reduce the workload instead of increase it, so after 26 years of deadlines and all-nighters, I retired from R&R on October 28, 1997 — and always regretted it wasn't a day sooner, so I could say I retired on 10/27. Where are you, Wake Hoagland? (If you've been paying attention for the past 25 years you'll understand that — if not, enjoy your youth!)

Since my departure, Chris Kimler has become the Director of Marketing for all of the Carstens' magazines, and Long Islander George Fletcher took over the associate editor's desk in 1999 after developing his editorial skills at *Country Music* Magazine in Connecticut and Nashville.

When we gathered all the former and present in-office R&R editors in one place on July 5, 1999, is it any surprise that the result was a train wreck? It sure has been an interesting 25 years! — *Jim Boyd.*

Looking back on that first issue

You may notice a few strange things about the look of this month's magazine. As a tribute to that first issue of 25 years ago, we've gone back to some of the look of that first issue (no, we never considered making this one all black & white). In addition to a recreation of the first cover, we changed the column heads, contents page, news section, photo credits and a few other bits and pieces to reflect the look of Volume 1 No.1. Now to get working on the next 25 years.

Steve

I AM A RAILFAN

CARSTENS PUBLICATIONS

ERNEST ROBL

• THE PASSENGER TRAINS OF NORTH CAROLINA: R&R heads south for details on the innovative services developed by the North Carolina Department of Transportation in partnership with Amtrak. Ernest Robl looks at the state-supported *Piedmont* and future plans for additional trains.

• GRAFTON, WEST VIRGINIA, is one of those legendary places etched into the minds of railfans young and old. The B&O may be gone, but even in the CSX era, the magic of Grafton still exists. Jay Potter explores the gritty world of night time railroading in coal country.

DECEMBER 1999 ISSUE ON SALE NOVEMBER 1

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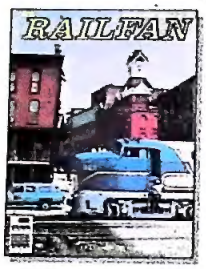

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AUGUST 1977 DICK DORN

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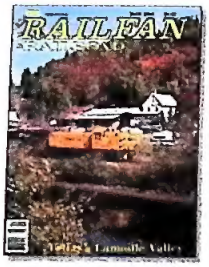

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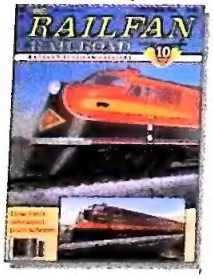

NOVEMBER 1984 PAUL MEYER

JULY 1985 SANDY BURTON

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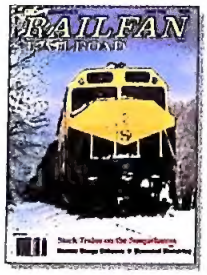

MAY 1987 KEN KARLEWICZ

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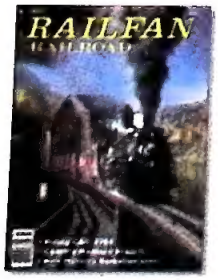

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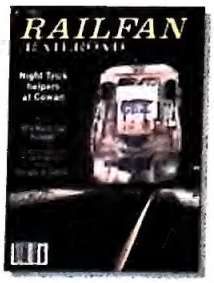

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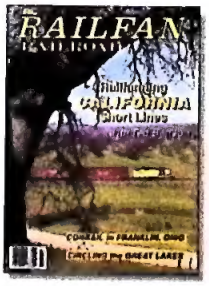
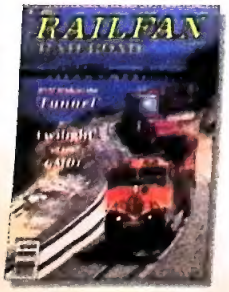


JULY 1998 TED BENSON



JULY 1999 BRUCE KELLY

Final Frame

Our Favorite R&R Covers: 1974-1999

Over the course of the past quarter-century, a host of contributors have shared their work on the cover of R&R. Here are our favorite covers, one from each calendar year R&R has been published. Hats off to these fine photographers, and the many others who have graced the pages of R&R for 25 years!

RAILFAN & RAILROAD MAGAZINE 25 Years 1974 1999

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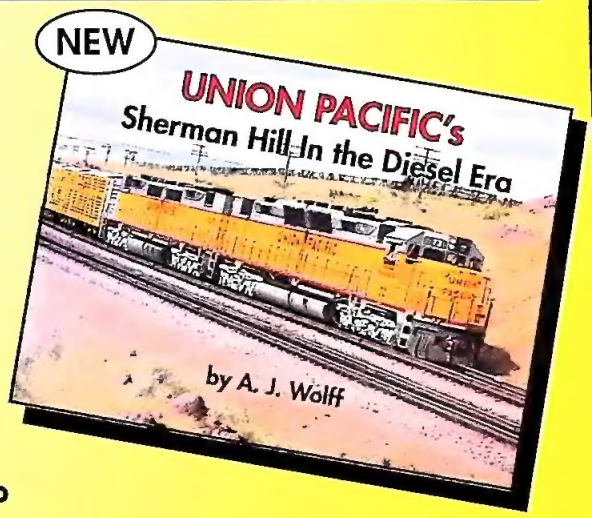

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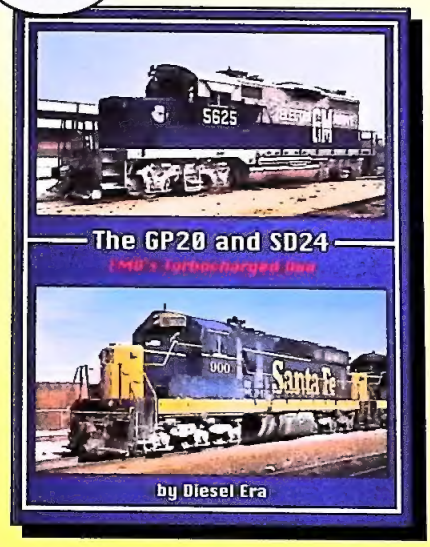

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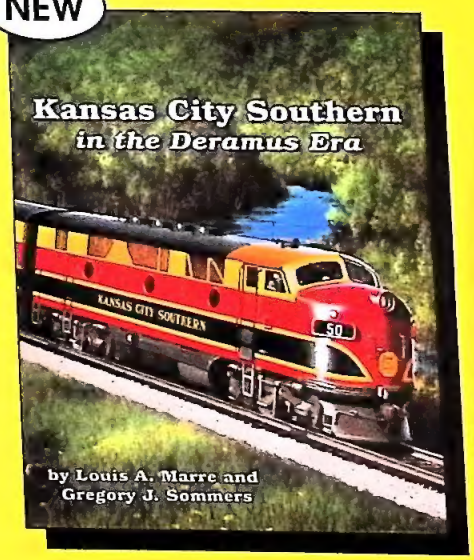

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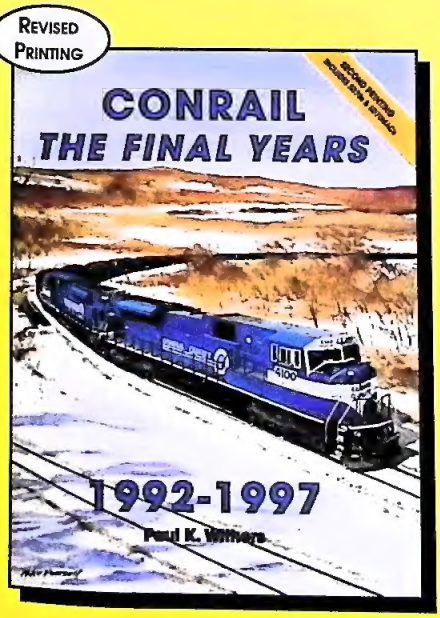

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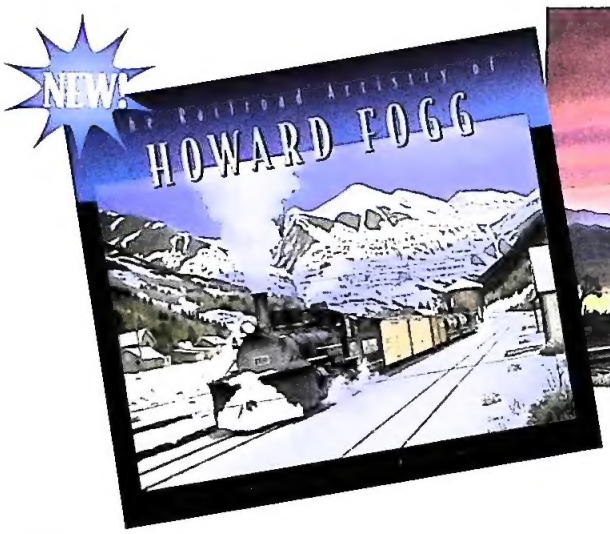

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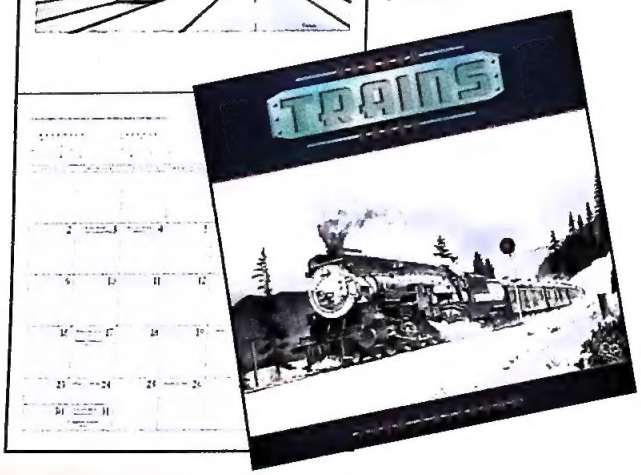

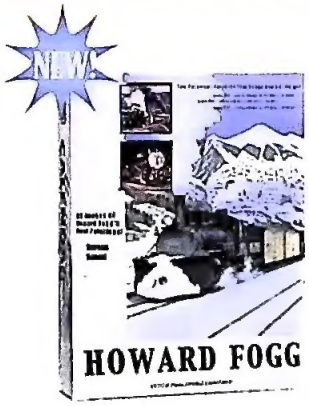

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